DREW THEOLOGICAL SEMINARY.

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"EVEN AS WE HAVE BEEN APPROVED OF GOD TO BE INTRUSTED WITH THE GOSPEL, SO WE SPEAK; NOT AS PLEASING MEN, BUT GOD WHICH PROVETH OUR HEARTS."

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IN THE BAPTISTERY.

BY SIR LEWIS MORRIS.

In Pisa once within the Baptistery
I well remember, the astonished ear
Took sounds too sweet for earth. For as we stood
Beneath the fretted ambit of the Dome
The poor guide lifted a worn voice, not sweet,
But skilled to evoke the subtle harmonies
Which lurked in those dim hights; a common voice
And earthy as the accents coarse and dull
Of some street singer at a tavern door,
Frighting the midnight street, some hackneyed phrase
Stolen from the Missal book, so poor and flat
We fain had silenced it.

But hark! but hark!
Ere it is done what heavenly harmonies
Flout those poor tones of earth. The ambient air
Seems filled with voices, voices everywhere
Of some angelic choir, which swell, which beat
Reverberating; circling waves of sound
Now single, doubled now, and resonant
And grown together, and interlaced and lost
In some unearthly sweetness mystical,
Till all the enchanted vault is charged with joy,
As when of old by some sea isle remote
The lurking Sirens drew the listening crews;
Or as the chanting choirs which soar and fall
In hoary fanes; or the aerial flights
Of the angelic host whose heavenly tones
The rapt Cecilia heard; or those white ranks
Of gold-haired seraphs, chanting row on row,
With viol and voice and trump, the painter saw
And filled with high-pitched music for all time
Tho no sound come. Anon the circling waves,
Ebbing and flowing through the stately round
Of that great dome, are driven back, wave on wave,
High, repercussive, till they sink and die
As might the wavelets of the summer sea
In sweetness, and transform themselves and flow
In some low gracious melody which sighs,
Fainter and fainter, to its perfect close.
As 'twere the soaring, rapt angelic choir
Which vanished in heaven's vault and left earth dumb
Of music, first the uplifted, pealing, high
Archangels' trumpets, then the chanting saints,
And then the faint child angels' voices, last.

LONDON, ENGLAND.

SUNRISE.

BY MARY THACHER HIGGINSON.

"Dear heart," they said, "the sun is high,
Noon came while you were sleeping."
"Ah no! the dawn creeps up the sky,"
He said, nor heard their weeping.

Again he asked the hour of day
When dusk was slowly falling;
"It cannot be, for far away
I hear the robins calling."

And last he said, "I must arise,
For now the morn is breaking,"
Then closed once more his weary eyes,
And knew no earthly waking.

"All through that day his mind was dim,"
They sadly thought; unknowing
That while he lingered here, for him
Another dawn was glowing.

CAMBRIDGE, MASS.

GOOD ROADS.

REQUIRED BY THE FARMER.

Their Value to the Cyclist.

HOW THEY ARE MADE

Old Roman Roads.

VILLAGE IMPROVEMENT SOCIETIES.

The Massachusetts Road System.

ROADS AND FORESTRY.

ARTICLES BY EXPERTS.

ROSWELL P. FLOWER, Ex-Governor of New York,
Prof. N. S. SHALER, Member of Massachusetts State Highway Commission,
G. A. ROULLIER, Civil Engineer,
Prof. P. E. FERNOW, Chief U. S. Bureau of Forestry,
GEORGE G. FRENCH,
Gen. ROY STONE, Chief of U. S. Bureau of Road Inquiry,
MAURICE THOMPSON,
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JAMES W. HOWARD, Civil Engineer,
Col. ALBERT A. POPE,
HELEN E. SMITH,
WILLIAM STEINWAY,
Prof. J. R. S. STERRETT, Explorer in Asia Minor.

GOOD ROADS FOR FARMERS.

BY ROSWELL P. FLOWER,
Ex-Governor of New York.

In messages to the Legislature, and speeches before agricultural societies, I have pointed out a way in which good roads could be built at once: by bonding the several counties of the State, and through the supervisors spending the money in the several towns. This system would produce good roads immediately.

My ideas have been before the farmers of the State for nearly four years; and in not a single county have they been adopted. In consultation with the farmers, I have found them to be adverse to bonding their property in order to get good roads at once. In New Jersey, where the cities and villages are close together, they have tried that system with great and beneficial results. But I am satisfied that the farmers of New York State will not venture to put a mortgage on their farms for the immediate improvement of their roads.

I submit to you, therefore, and through you to them, the next most practical method, in my judgment: If the farmers of this State desire good roads, all they need to do is to work out their road tax as assessed now under the present law. I mean that they must put in an honest day's work for every day assessed against them, or else pay the cash instead of the assessment, and allow some one else to do the work.

A few years ago I collected statistics which showed that 2,700,000 days' work were assessed against the farmers of this State; assessments on farm lands, I mean, outside of cities and villages. I have visited several towns, and examined into the matter of the assessments, and have found that the highway commissioners did not return one-fifth of the labor that was assessed against the farmers; and that, in some cases, no reports were made by the path-masters to the town clerk of any work having been done. I take it for granted, therefore, that the highway commissioners in those towns where no work, or a small amount of work, was done, desired re-election, and made it easy for the farmers to shirk their tax, on condition that they would re-elect them.

Legislators and stump speakers always have a theory of how to build good roads; and the former prepare bills and submit them to the Legislature; but they never, practically, make the roads any better.

If the farmers want good roads—and they all should, for their farms and the products are worth more than with poor ones—they have plenty of laws on the statute books without venturing upon any new or untried course. The present law provides for a highway commissioner in a town, who appoints from thirty to forty path masters, each of whom has about two miles of road to oversee. (A fine of ten dollars is imposed on them if they do not keep the loose stones out of their beat.) How few of these know the law! But the bicycle riders are teaching them, however.

Let the highway commissioner call a meeting of his path-masters, and allot to each one a few days' time to keep his two miles in passable order; then appoint an executive committee of three or five, of which the highway commissioner shall be the chairman of his appointees, and give this executive committee the rest of the assessment to work out as they may choose.

Have the executive committee find the poorest piece of road in the town and put the bulk of the labor on that place. If it is wet and full of mudholes, put a blind drain through the center of the road, then grade it up so it will dry on top, dress it with stone or gravel, and, in the spring—my word for it—no one will be stuck in the mud, no harness will be broken, and one will have no excuse for being anything but a Christian when he rides over it.

If there are any of the assessments left, take the next worst piece and finish that. These two object lessons in any town will create a pride in building good roads.

I do not desire in this short article to tell you how to make roads. I believe that in any town in this State there are men and boys who know or can invent a good plan of repairing them. As a boy I worked on the road in a country town. The farmers then, as now, shirked in working out their road tax. And yet, with all the shirking, the roads have been getting better and better for the last fifty years.

If the farmers in any town of this State are earnestly in favor of good roads, and are bound to have them, they will have a stone-crusher and a road scraper and will faithfully work out their tax. By concentrating their labor under the highway commissioner they will certainly get good roads, without the help of the Legislature.

There is no reason why the prison labor should not assist them. In Auburn, Sing Sing and Danemora, the experiment of working the prisoners on the road is being tried with good results. And there is no reason why the county prisoners should not be worked on the roads outside of the corporate cities and villages of the State. But I would advise the farmers to rely upon themselves and do honest day's work; and with the present assessments honestly worked out, they will be surprised to see how much better their roads will be, the first year after an honest trial of their own resources is made.

New York is ahead of all other States in the Union in varied agricultural products, in manufactures, in schools, colleges and universities, in railways and waterways. Farmers, I appeal to you to make it it Excelsior in good roads!

NEW YORK CITY.

THE IMPROVEMENT OF AMERICAN ROADS.

BY PROF. N. S. SHALER.,
Member Massachusetts Highway Commission.

THERE have been but few advances of public opinion which, even in this land of speedy changes, have gone forward more rapidly than that which concerns our common roads. Ten years ago our people appeared to be quite insensible to the evils of ill-conditioned wheelways which were oppressing them. Those who were striving to awaken an understanding as to the effect which the neglect of these ways had upon the commercial, social and educational conditions of our communities felt that their efforts were in vain. Then came the marvelous development of an ancient toy into a modern tool of almost universal use, with the result that all who adopted it were at once converted into gauges of road conditions. To the "wheel" we owe the fact that he who pleads for good roads to-day may assume that everybody wishes him success. They ask only by what means such ways can be obtained.

Starting with the safe assumption that the question now before us is as to the steps which we shall take to improve our ways, we should at the outset, note that this, like all other improving revolutions, has at its foundations

a difficult educational problem. Up to the beginning of this decade there were hardly any men in this country who knew how to build a good ordinary wheelway. There were a few who could construct in a proper manner the costlier city streets or the driveways of parks; but the engineers who could adapt the materials of a rural district to the needs, in such a manner as to secure a good road at a moderate price, were so few that they could be reckoned on the fingers of one hand. Owing to the rapid extension of systematic road construction in certain of our communities and to the introduction of systematic teaching concerning such work in a few of our technical schools, the gain in the number of fairly competent roadmasters is going on apace; by the end of the century we may hope to have a body of men at the service of the public who may be intrusted with the task of constructing and repairing our wheelways with the same success as our admirable force of railway engineers care for those of iron.

At present the danger is that too much trust will be put in formal teaching as to the technical processes by which common roads of various kinds should be built. While these features of the art are of fundamental value there are certain larger considerations as to the character of the traffic which is to take place over the ways, and also the questions as to the nature of the soil, climate, topography and construction materials of the country which it is to traverse. These are all matters of great importance; they demand for their consideration a body of previous education and experience greater than is required in building an ordinary railway. In fact, the adjustment of an ordinary road so that it may fit to the art and nature about it, affords some of the most difficult problems that the engineer has to meet.

As yet the fit method of training men to do the tasks of the roadmaster has not been much adopted. The general practice is to select any person who has shown some capacity for managing laborers, allowing him to decide, according to the invariably bad traditions of the community, as to the system he shall employ. The chances of his success in the work are about as good as they would be if he were in a like manner set about the business of railroad construction without ever having seen a well-built iron way. The result is the abject failures which everywhere disgrace our civilization and block its advance. To attain the end it is necessary to develop men for the road master's calling, and to give them rewards of pay and position commensurate with the importance and dignity of the work which they are to do. An effective preparation for the men we need can only be attained by giving them a thorough training as engineers, adding thereto some special teaching and practice in the technical work connected with road building. So far as I am aware, this method of preparing men for highway engineering has been effectively essayed in only one school in this country, viz., at Lawrence Scientific School, of Harvard University. In that institution a student who wishes to devote himself to the special branch of highway engineering follows the appointed course in civil engineering; he is advised to carry his study of geology, especially in the field of surface phenomena and petrography, further than his mates do. In the fourth year of his work he follows a course of lectures and practical demonstrations under an instructor appointed for the particular task, who at the present time is the engineer member of the Massachusetts Highway Commission. In the summer vacation the student has ample opportunity to become practically acquainted with the processes of road building under diverse conditions of good and bad practice. The above-mentioned Commission was last year engaged in constructing more than fifty roads within the limits of the commonwealth. The city and town work near Boston each year exemplifies methods good, bad and indifferent which may be employed on highway work. The State of Massachusetts, owing to its singular diversities of surface, soil and roadmaking stones, affords, perhaps, the best field in this or any other country for exemplifying the conditions of this art.

The experience of this country and of the leading European States has shown that properly to construct a road the builder needs have very detailed and accurate information as to the physical properties of the materials which he may turn to use. If the road is to be hardened by a covering of broken stone compressed by the use of the roller, it is very important to know the strength of the rock, its resistance to decay, and, above all, the cementation value of the dust which is to bind the bits together into a firm-set mass. As at least nine-tenths of our important ways have to be covered with broken stone, the method of obtaining knowledge as to its qualities is of much interest. To attain this end the above-named school has, in connection with its engineering laboratory, a series of apparatus devised to test the strength and other properties of the materials which promise to be useful in constructing ordinary roads. From these appliances students may learn the means whereby such information can be obtained.

When our technical schools have generally adopted this plan of allowing their civil engineering students in a measure to specialize their work in the line of highway construction, we shall provide our communities with a body of experts who will be fit to take charge of our ways. It is not to be supposed that these men will often be employed as local road masters; such places are too limited, as regards pay or position, to tempt educated persons: but they may well seek positions as county engineers, and thus be charged with the task of supervising a considerable system of roads. Such persons, if well trained, might well combine other duties which naturally fall to the rural engineer, as, for instance, the matters of drainage, water supply, as well as land surveyors. Thus the better care of our roads may be made to bring about a most important addition to the staff of trained experts who are at the service of our country people. Thus placed, a well-trained engineer could look forward to a life of great usefulness, and to a pecuniary success which would insure him adequate remuneration.

While it is gratifying to those who are interested in the development of our highways to see the speed with which the movement looking to this end is extending, there is reason to fear that too little consideration may be given to the difficulties of the undertaking. It is commonly assumed that the only question is one of money; in fact, as all the experts know, the problem is that of proper management. It may safely be assumed that the local authorities in practically all parts of this country are, in the present stage of their education, quite incompetent to bring their highways into good condition. Any money they may have to expend is certain to be in good part wasted on the dismal repetition of the blunders which have been perennially made. Therefore it seems to me that the system adopted by the Commonwealth of Massachusetts offers the only thoroughly commendable method of instituting that reform, for it provides the means whereby the necessary information may be gathered and applied with the least expenditure of money and waste of time. The history and present condition of this method is, in brief, as follows:

In 1891 the Legislature appointed a commission of inquiry, which was directed to give an account of the existing common roads, and to propose a bill for their improvement. On the basis of the report of this Board, the Legislature passed an act providing that each project for a road should, after due preparation in the way of plans and estimates of cost, be submitted to the Legislature for approval. This system proved too cumbrous; it cost a year of delay in beginning the work of constructing State roads; from the debate came a new act which has been found to serve the needs. For this a lump sum (so far in all $700,000) is annually placed at the disposal of the permanent Commission of three members. This Board receives petitions from cities and towns and from county commissioners. When they adjudge that "the public convenience and necessity" make it fit that a way petitioned for should be taken out as a State road, estimates as to its cost, etc., are prepared and submitted to the municipal authorities. These authorities are allowed one month in which to determine whether or no they will take the contract for the work. If they do so the Board may make the arrangement at once; if they refuse, advertisement for proposals has to be made, and the job is, after the approval of the Governor and council, let to the lowest bidder.

Out of the seventy-nine contracts which have already been made for State roads in Massachusetts, all but five have been taken by the municipalities in which they lie; the exceptional cases, where the towns did not assume the charge, are in all instances to be explained by peculiar conditions; as where, owing to poverty or to the burden of debt, it did not seem well for the people to take the risk, or where, as in a certain Shaker community, the organization of the society did not permit it to make the venture.

The experience so far had in this interesting experiment shows pretty clearly that the method of favoring the towns in the allotment of the contract has certain very distinct advantages. These are as follows: In the first place, in preparing to do the work the municipality generally finds it advantageous to buy steam rollers and stone crushers, which they are certain to use on their local ways after their State road work is done. As a preparation for this extension of their activities they have had the educative responsibility of constructing, under the supervision of the Commission and by the direction of its resident engineer, who is continually on the ground during the progress of the work, a piece of road which will serve as a type of sound highway building applicable to the conditions of the district. In the first essay the townspeople, because of their inexperience in building roads of high grade, and also in some instances on account of a somewhat natural desire to employ the idle people of the community, have spent more money than the contract with the State will repay. Any very serious loss by this lesson is avoided by the feature of the system by which the first allotment of roadway in any town is for a rather short section, one not usually exceeding a mile in length.

As for various reasons the Highway Commission is likely to have a certain amount of work each year in the hands of private contractors, it will be easy, from time to time, to determine the amount which should be allowed the municipalities on their contracts which, as before noted, are not submitted to the test of competition. It may be assumed that cities or towns are not likely to do the work as cheaply as private contractors, yet the advantage of keeping the employment for their own citizens, as well as civic pride, will probably insure the continuation of this system. It is clearly desirable that it should be continued, for it offers a measure of advantages which cannot possibly be obtained by the ordinary method of contracting.

On the basis of experience the main parts of the Massachusetts system have proved to be well suited to their purpose. The method provides for the accumulation of information and the determination of plans in a small working board; for the application of the State action only in those communities which seek the aid and to the ways they may desire, thus avoiding the interference with local affairs which in such work are very apt to breed trouble. Furthermore, the distribution of the expense so that three-fourths of it eventually falls upon the treasury of the commonwealth and one-fourth upon the counties in which the work is done, appears to be fairly equitable. In effect it places the greater part of the tax at first upon the richer manufacturing centers, which, however, in time will profit largely from the cheapening in the cost of their food supplies as well as from the increased value which good highways give to the lands of every district into which they are carried. As the Massachusetts experiment was founded on a careful study of the road-building experience of European States with the modifications which might serve to fit our American political conditions, and as it has stood the test of two years' trial without showing any considerable defects, it may be commended as a practical method of dealing with the problem of highway improvement.

If our technical schools will provide the fit training for civil engineers who desire to make road building a specialty, and if our States will give a field for their talent by helping their needy districts to construct good roads, we may hope, even before the century is done, to be well advanced on bettered ways.

CAMBRIDGE, MASS.

HOW ROADS SHOULD BE MADE.

BY G. A. ROULLIER,
Civil Engineer.

A serious drawback to the rapid advancement of road improvement in our farming districts is the application of unnecessarily expensive methods—the result of copying, without taking into consideration the relation of methods to requirements. Without such consideration successful economy is uncertain. Success may be attained, but at an excess of cost that is never known, because the community is seldom in position to realize how equally as satisfactory a condition could have been obtained at a much smaller outlay. A tendency to err reasonably on the safe side is to be commended; but to overstep that bound will be disastrous from a financial standpoint, and will probably be fatal to further road improvement in that locality.

The thickness of a roadbed being reasonably ample to bear the traffic, the condition of the road surface becomes independent of that thickness. An excess of thickness neither betters nor prolongs the "fairness" of surface; it adds to the cost unnecessarily—that is all.

Increase of thickness is of value where the traffic is so thoroughly distributed over the surface of the roadway—as in a city street—that the reduction in depth is uniform, so that the fairness of surface is not impaired by unequal wear. Such conditions do not prevail on the average country highway, consequently unevenness of the surface must result, however thick the roadbed may be.

Fairness of surface is controlled by proper design, good workmanship, and intelligent, systematic maintenance coupled with rational road regulations.

Design and workmanship having guarded against deterioration as much as possible, maintenance must be relied upon to remedy such as does occur. If this is done properly the loss in depth will be overcome from time to time, as repairs are made, thus rendering any material excess of thickness unnecessary.

The layman is apt to be attracted by the complex system of construction, because it unquestionably conveys to his mind strength and durability. Prompted by a well-meant desire to serve his community well and honestly, he advocates such a method, unmindful of the fact hat it may be far in excess of all local needs.

Whether a road should be built of plain macadam or built with an artificial foundation, is not to be decided upon haphazard.

Where the soil is clayey, or where permanent subsoil drainage, if necessary, cannot be permanently assured, an artificial foundation of some kind is important. If this foundation is adequate and well built, it will in itself support the traffic and, consequently, needs a macadam top dressing, not to increase the strength, but only to furnish a smooth traveling surface.

Four inches of well-compacted macadam stone has been found to give satisfactory results on heavily traveled roads, allowing ample room for wear before ruts formed and called for re-dressing. Any addition to that thickness—except where uniform wear was to be expected—would have added to the expense without adding to the period of fairness of the road. Rutting would have occurred as soon in the heavier coating as in the lighter one; the excess would only have permitted ruts to become deeper, and consequently more offensive, before cutting through to the foundation.

The foundation itself need be only thick enough to carry the traffic; excess there is wasteful, altho the material, as a rule, is of a coarse and inexpensive character. A foundation being always bulky, however light we may make it, the cost of transportation becomes a serious item, especially if the material must be brought from a distance. Under such conditions it is better to reduce the thickness to a safe minimum and to exact better workmanship than is usually bestowed on the average foundation.

Roadbeds of plain macadam, only four inches thick and without artificial foundation, but built on good dry subsoil, have given excellent results even under heavy traffic accidentally diverted over them for quite a while. From this it will be seen that extremely heavy construction is not always a necessity; and, altho such thin roadbeds are not to be recommended for main traffic roads, yet the experience above referred to indicates that, with but a slight increase in thickness, roadbeds of that type will answer every purpose in many localities.

In those localities where road-building material is not readily obtainable, and where—through the freight charges—the most economically built roads must of necessity be expensive, it becomes imperative to reduce the bulk to a minimum.

It should be carefully determined whether a foundation is absolutely necessary or not; if it is, it should be made as light as possible, but of the very best quality as to material and workmanship. If, on the other hand, it can be dispensed with, it will be necessary to determine how much of the higher priced, but less bulky macadam, will be necessary to counterbalance the elimination of the more bulky foundation. The difference will determine the most economical ruling type to be adopted.

The expression "ruling type" is used because a frequent cause of excessive cost is found in the adoption of a uniform type of construction for an entire road. This is especially so if the road is of considerable length, and the conditions along the route vary materially. It is a fact, not generally understood, that the topography and the exposure of the road are influential factors in the life of the roadbed. As true economy does not only consist in building cheaply, but also in so building that the cost of maintenance will be reduced to the minimum, it follows that both immediate and eventual economy require that construction be varied so as to meet the requirements of the various conditions along the route. As the conditions become unfavorable, so must increased strength be provided and additional precautions taken, whereas the method may be simplified as the conditions become more favorable. The saving effected in the latter instance will balance the increase in cost required in the first instance, and uniformity of strength will be secured at the smallest outlay.

Opinions may differ as to the thickness of foundation necessary in certain cases; but there will be no dispute as to the necessity of the material being properly laid and the parts so wedged in as to render motion impossible. A thin but well-laid foundation is preferable to a heavy but ill-laid one; on the former a firm, compact surface can be readily maintained; on the latter, no amount of skill will prevent the surface from loosening over the rocking stones beneath.

The temptation to secure extremely smooth roadways by using small stones for surfacing purposes, has caused the failure of many an otherwise well-built roadbed. The size of the macadam should be well adapted to the nature of the traffic; if the latter is heavy, small stones will be a detriment. While the heavily laden wheels will be pulverizing the stones at the road surface, they will also be breaking and gradually reducing the size of the stones within the bed, until finally the entire mass loses all power of resistance, ruts form, and the once fair surface is destroyed beyond economical repair. With macadam of suitable size crushing does not occur; the particles being more firmly wedged together motion is reduced to a minimum, and the internal wear—caused by the friction of the stones within the roadbed against one another—is also minimized. Deterioration of every kind is retarded; and, altho the roadway will not be as smooth as one built of smaller material, yet it will remain in satisfactory condition much longer, give better service and be less expensive to maintain.

On the compacting and binding together of the stone much depends. Good foundation, good material and good design will be of no avail if the final touch is not properly given. The mass should be so thoroughly compacted that the voids will be reduced to a minimum, and the particles well wedged and locked together, after which the voids should be most completely filled, from top to bottom of roadbed, with a binding material sufficiently hard to prevent the stones slipping on one another. Unless the above conditions are honestly complied with, no satisfactory result need be looked for.

Our communities should awaken to the fact that road construction is a science; that good roads cannot be built on the haphazard guess of an inexperienced individual; that the mere placing and compacting of broken stone on a roadway is only a matter of labor and workmanship; that workmanship will be of no avail, however thorough it may be, if the design has not been carefully adapted to the conditions to be met and to the ends sought; that an excess of strength can be readily secured by an unreasonable expenditure of money, but that the requisite strength and the best results at the minimum of cost are to be obtained only by the application of well-defined rules.

FLUSHING, N. Y.

GOOD ROADS AND FORESTRY.

BY B. E. FERNOW,
Chief of the United States Bureau of Forestry, Washington.

In uncivilized countries and in unsettled countries roads are naturally few and poor. Good roads are a sign of civilization and an indication of permanent communities past the pioneering stage.

Wood chopping is the primitive method of treating the virgin forest when the first pioneer enters the virgin woodlands, and this pioneering stage in forest treatment lasts until the accumulations of centuries have been squandered. Then follows forestry, the art of treating wood-growth as a crop, reproducing and harvesting in a rational manner—the sign that civilization and permanency of communities is established.

Good roads are not only a sign, but an absolute need, of a permanent civilization; and so they form a most important element in any rational system of forest management.

The logger, who only practices rapine, robbing the virgin woods of their best logs then to abandon the rest, requires only temporary provision for transportation; the forester, who proposes to manage his property for continuity and permanency, alternating harvest and reproduction on the same ground, must needs plan and work for permanency. His roads are permanently located, continuously kept in repair, and, if he knows his business, in such good order as to secure the profit which well-kept tools always bring.

Three elements of profitable forest management are of equal importance, viz.: salable material, a market to sell to, and facilities for bringing to market cheaply and readily all kinds of material.

In the absence of good roads, our loggers have had to use runs, or streams, as means of transportation. But this permits only the transportation of such logs as will float. Only the best logs of the light coniferous and other soft woods can be so transported. Hence, much of the material cut must remain unused in the woods, and in mixed hard-wood forests much of the material grown must remain standing, entailing both waste, increased cost of exploitation and inapplicability of forestry methods. For since forestry means reproduction of the crop by natural seeding, if possible, the removal of the valuable coniferous growth changes and often deteriorates the composition of the remaining crop; and by the trees of inferior species remaining standing, the young aftergrowth of the better kinds is smothered and desirable reproduction impeded. Could, by the existence of adequate means of transportation, both soft woods and hard woods and all kinds have been utilized at the same time, it would have been done more profitably; and proper methods of cutting could have been applied to secure a mixed new crop of all desirable kinds.

That good permanent roads are desirable, nobody doubts, but whether they are profitable in dollars and cents, is not always an easy matter to demonstrate. Hence, it may be of interest to record an attempt to furnish definite figures on that question. The little city of Goslar, an old historic town in the Harz Mountains, of Germany, owns a forest of round 7,500 acres, which the citizens treasure as one of their best investments, not only furnishing them means of recreation and sport in the excellent hunting it affords, but also a sure and continuously increasing revenue.

Under conservative management the amount cut, which is supposed to represent also the amount which annually grows on the whole area, is 350,000 cubic feet of wood of all kinds and descriptions, and the net income from the sale of it is round $25,000 per year, or $3½ per acre per year, a good result from soil which is not fit for agriculture.

Until 1875 the district was without proper roads, but in that year the clever forest manager succeeded in persuading the city fathers, after much trouble, to appropriate the funds for constructing a first-class system of roads, which was gradually built.

In 1891 there had been expended on the forest roads $25,000, and 141 miles were then in good order; the principal roads were macadamized, while those of less importance were not. The manager kept close account of the influence of this improvement on the cost and profits of his forestry operations, and making due allowance for changes in prices, etc., he was able to show that the annual cost of logging had been reduced by $2,450, the cost of hauling from the woods to the town by $2,520, and the result of sales, due to the fact that much formerly unsalable material could now be disposed of and that all material could be transported more conveniently, was increased by $3,255, making a net increase of $8,225 per annum, or nearly 33 per cent. on the amount invested in road improvement. On one particular road, which was macadamized and maintained for one year at the cost of $7,440, the following comparison of the cost of hauling the 470,000 cubic feet of wood that had to pass over it, was made: On the old road this required 4,273 loads of 110 cubic feet average, at $3.60, equal to $15,282.80; on the improved road the whole quantity could be moved in 2,652 loads of 177 cubic feet average, figured at the same price, or altogether $9,547.20, resulting in a total saving in haulage alone of $5,735.60, or 77 per cent. of the cost of the road in one year.

While these figures refer to a small area of special conditions, proportionate benefits are also noted on larger areas. Thus the rational system of roads built in the forest districts of the neighboring dukedom of Brunswick, comprising an area of over 200,000 acres, was estimated to increase the revenue of the Forest Department by 20 per cent.

Of course in the United States we have not yet reached, in most cases, that condition of permanency when forest management is an established art, and hence in many regions the question of permanent, well-built roads through forest districts would be premature. Yet there are regions where even now more systematic attention to rational location, proper grading and more or less permanent surfacing of roads would benefit the forest owner.

Since it can hardly be expected that farmers will, for the mere sake of esthetic taste and general civilizatory aspects, put their hands in their pocket, it is always necessary to show the financial benefit from improvements in country roads. With this necessity in view it was thought of interest to show how such calculation may be made and also how such a low-priced material as wood appreciates by the mere ease of transporting it more readily and conveniently.

TAXING THE FARMER FOR GOOD ROADS.

BY GEORGE G. FRENCH.

Tho I am not a "crossroad farmer," yet for more than fifty years it has been my fortune to travel more or less of the crossroads and main roads within the county of Oswego, State of New York; and during that period have had many business relations and large acquaintance with the farmers of this locality.

While the highways in the country are in the season of freezing and thawing—neither frozen nor dry—say for a period of one month in the fall and one and one-half months in the spring, they are very poor, sometimes almost impassable. Between these periods, in the winter season, the roads are usually frozen and are very good, whether covered with snow or not; and in the summer months, all our roads, cross and main, are smooth, dry, well graded, usually free from loose stones; and are delightfully pleasant, whether for pleasure driving or for transportation of heavy loads.

It would require a large expenditure to make them decidedly better. Under the present system for improvement of the highways as now conducted, our farmers in working out "the road tax," improve the roads by using a "road scraper" (a good but expensive tool made for that purpose), paid for by the "crossroads farmer," whereby the traveled part of the highways is turnpiked or rounded up, so as to shed water into the adjacent ditches; afterward the removal of loose stones, the grading of the hills, etc., make the main and cross roads in the country as attractive and pleasant as tho large sums of money were expended upon them.

The farmers who thus keep the country roads in repair, are the men who mostly use and travel upon the same; and also, who are most interested in making their farms more pleasant, more attractive, and more salable, by being located upon a pleasant highway.

There is no demand in the country for better roads or greater expenditure of money upon them; per contra, a heavy burden oppresses most farmers, many of whom are passing through a life and death struggle to meet their necessary and unavoidable expenses, after excluding all items of luxury from their limited incomes. A large majority of farmers are required to apply one-half of their gross income either to the payment of interest upon mortgages, or to the payment of rent to their landlords. Within three years their incomes from agricultural products have been reduced nearly one-half, whether from political enactments or from other causes, the facts remain that they are the sufferers.

They pay the largest proportion of all taxes—much larger in proportion to their income than that of any other industry. Their taxes have recently been specially increased from causes not within their control; they are greatly in need of relief, or they must yield to the tax collector and the sheriff their entire property.

Nine-tenths of the farmers in this county have reached a point where they *cannot* sustain any heavier burden of taxation. There can be no necessity that they should be ruined or their burdens increased on account of any supposed improvement of the highways. To take from them the privilege of working their highway tax, under the present system, would be a serious addition to their present burdens, if required to pay the value thereof by a tax in money, as proposed by those who demand this change. The highway tax can now be worked out by the farmers at a time in the season when other farm work is not pressing, and to require the value of this work to be paid from money needed for the necessaries of life is *cruelly oppressive*.

Those in the cities clamoring for lavish expenditures

upon highways to enable them to use their bicycles and carriages with more pleasure, cannot appreciate the burdens they seek to impose upon the impecunious farmer who needs rather their sympathy and to be relieved from heavy taxation.

The permanent improvement of the highways in the country, not provided for by the present system, cannot be secured without a large expenditure of money: and if this even were paid entire by the State, still the largest proportion of such a tax must be paid by the owners of land.

To construct country highways better than they now are, the hills and roadbed must not only be graded and loose stones removed, but they should be so constructed as not to be affected by freezing and thawing—that is, the moisture in the traveled parts of the highway must be eliminated—the liability of the water in the roads to expand and contract, one inch in eight inches, with successive thawing and freezing, and the consequent disintegrating, softening and mud-producing condition must be removed.

I know of no better method by which this may be accomplished, than to place a substantial stone drain with open throat, four or five feet beneath the traveled part of the highway, well graded, so as to receive and conduct the water entirely away from beneath the road; and besides to place open ditches, or canals, on each side of the highway, two feet deeper than the ditch under the road center, also graded to discharge the water flowing into it, either from the central ditch, or from the rounded surface of the roadbed, which roadbed should be covered one foot deep with broken stones.

I fear that to pay for such a road, whether by the country through which it passes, or by the State, would require the entire value of every farm abutting against it, besides a large amount of tax to keep it in repair. In so far as such expense can be met by our prison labor without increase of taxation, no objection will be made by the "crossroads farmer."

MEXICO, N. Y.

THE NATIONAL GOVERNMENT AND GOOD ROADS.

BY GEN. ROY STONE,

Chief of the United States Bureau of Road Inquiry.

THE INDEPENDENT desires "an article on roads from the Government's point of view, perhaps Government Roads." It is not easy to respond to this desire, since the Government's part in road improvement has been of late years so very narrow that it can hardly be said to have furnished a "point of view." The close of the century, however, may possibly see the Government's interest in the subject restored to something like what it was in the opening, when an entire system of public highways was laid out, a number of great national roads begun, and one of the chief lines carried to completion. The financial crisis of 1837 put an end to all great schemes of this kind, and from that time to the present only a few small bits of Government road have been built.

The interest in the subject which sprang up among the people a few years ago, largely at the instance of the leagues of wheelman, manifested itself in Congress by the introduction of Senator Manderson's bill, in 1892, for a National Highway Commission, which readily passed the Senate, but did not reach a vote in the House.

The organization of the National League for Good Roads which followed in the next year, showed so widespread an interest in the subject that, upon the holding of a convention by the League in Washington, Congress readily took over its work of education and agitation and has furnished the means to carry it on for the past two years, as a division of the Department of Agriculture.

In this modest guise the work of the Government has been highly effective, and in the main satisfactory to the friends of good roads. By their gratuitous aid in many directions, the expenditures for this purpose have been kept down to less than half of the small appropriation made by Congress, and yet the work accomplished has been valuable and useful.

After these two years' experience, it is now generally conceded that the work of the Government in this direction could advantageously be broadened and extended. A bill has, therefore, lately been introduced in the House of Representatives, by Governor Stone, of Pennsylvania, to create a National Highway Commission of three Members of Congress, including one Senator, and three officers of the executive departments, viz., the Chief of Engineers of the Army, the Director of the Geological Survey, and the Chief of Road Inquiry of the Department of Agriculture,

"this commission to be charged with the duty of inquiring generally how the Government may further promote the improvement of highways, and, among other things, to consider the expediency of, and best methods of providing for

"The scientific location of highways on the public domain; the employment of the Geological Survey in the discovery of road materials; the free testing of all road materials offered; construction of model roads and instruction in roadmaking at agricultural colleges and experiment stations; the same at the Military Academy, and, when practicable, at all institutions having a military instructor; the commission to confer with the Interstate Commerce Commission and with leading railway officials concerning a general reduction of transportation rates on road materials.

"For convenience in acquiring information, and to aid in awaking general interest in the subject, special meetings of the commission may be held in any of the States in conjunction with State authorities or organizations."

The scheme of this bill confines itself, as will be seen, to educational and incidental aid to States and local communities in their work of road construction, with a general inquiry as to what further may be done by the Government.

So many of the States are pushing forward toward general road improvement that a great number of skilled constructors and inspectors will soon be required, and this bill looks to the wide spread of suitable technical education for this purpose.

The general inquiry into what the Government "may do" to promote the improvement of the highways may open the way to a wider field of exertion; but the conditions of Government finances and credit are not now favorable to any scheme of Government road construction. If the time should ever come when the Government shall be able to resume actual road building, it is not likely to be upon the line of constructing special Government roads, but of giving a moderate share of national aid to the construction of postal, military and interstate roads wherever it is desired; and since the giving of State aid to counties, townships and neighborhoods has been so effective in stimulating local effort and enterprise, no better system could be followed by the National Government.

Whenever the actual interest of the General Government in road improvement for its own purposes can be estimated and that amount offered as an incentive, even tho it be a small share of the total cost of construction, it will secure the building of roads in very many localities. In this respect a little help goes a great way.

In estimating the direct concern of the Government in the matter, the practicability of making all good roads "post roads," for the free delivery and collection of mails, will be an important factor. Military considerations will, also, especially in view of the development of horseless carriages, enter largely into the account. Railway transport for troops and munitions is uncertain in times of domestic disturbance, and easily interrupted at any time.

Interstate commerce will be largely increased by good highways, and the general wealth and prosperity of the people immeasurably enhanced. Investigations made by the Office of Road Inquiry tend to confirm some unofficial estimates that the losses by bad roads in the United States amount to $600,000,000 yearly. Unofficial estimates of the total cost of road improvement in the country have, on the contrary, been greatly reduced, within a few years, by official inquiry.

Some excellent stone roads are found to have been made for $1,000 to $1,200 per mile, and it is likely that, for country roads proper, an average of $1,500 per mile would be quite safe.

The total area of farms lands in the United States is almost exactly one million square miles, and an average of a mile of good road to each square mile of farm area would seem to be quite sufficient. The total outlay of fifteen hundred millions of dollars is not inconceivable, nor is it a great price to pay for the benefits to be expected. *It is a safe and perpetual forty per cent. investment*, and one yielding many other valuable returns besides financial profit.

How best to finance for this investment, whether by taxation or the use of credit, local, State or national, or all together, is the question which will confront us all when a few other great problems are out of the way. Many active and able minds are studying this question already, and THE INDEPENDENT'S "Good Roads" symposium may be the medium of its practical solution.

WASHINGTON, D. C.

AN INSTANCE OF GOOD ROADS.

BY MAURICE THOMPSON.

When I came into the West out of the South, my first and chief objection to Indiana was on account of bad roads. My home had been in Georgia, where the sand and slate in the soil prevented the formation of deep mud even in the rainiest season. Highways were little cared for there, simply because they did not need care; but in Indiana, where the black soil often enough is found to be practically bottomless, and where a three-foot winter freeze, followed by a sudden thaw, makes mortar of the earth's crust, and the spring rains soak nature for a fortnight without ceasing, the roads insist upon consideration. When I first knew them, however, they insisted in vain, and were practically impassable from March to the middle of May.

Twenty years have changed all this in many places. For example, the little city in which I live has not a single dirt road leading to it; every highway cutting its limits is a turnpike free to the public, and reaching far into the rich farming country round about. These roads are made of gravel taken from stream beds or out of the glacial drift deposits. The roadbed is first formed of clay well drained, both laterally and longitudinally, and upon this the gravel is used as metal to make a dry, hard track from twelve to eighteen inches thick. The gravel is a mixture of granitic pebbles, silicious sand and smooth fragments of limestone, the latter more or less ferruginous. Under the action of rain, heat and the grinding of wheeled vehicles, this mass soon forms a dense cement impervious to ordinary forces. And so, for miles in every direction, we have incomparable driveways and rideways.

Facts are the best of arguments, and he is best authority who speaks of what he knows. Apace with the perfecting of our roads has our little city grown in wealth, population, intelligence and happiness; and at the same time the surrounding country has shown a corresponding prosperity. Crawfordsville may be, probable is, above the average of Indiana towns having from eight thousand to fifteen thousand population; but what is true of her is true in large measure of nearly every town in the State. Good roads, not good enough, but good, have been the keys with which the coffers of abundance have been unlocked.

Dr. Edward Eggleston said truly that "Indiana has given more literary men to the nation than any other State of like extent in the United States." The statement can be supported by indisputable statistics. I will venture to add that Indiana to-day has more miles of good highway than any other State of her size in the Union. And I do not know that this is saying a great deal, for we are a nation given over to bad roads; but it is worth saying for what goes with it. When good roads came in malaria went out; for good roads demanded good drainage. Education, by some law, enlarged its standard wherever smooth, hard highways ran past the schoolhouses; all the handsome country seats and pretentious farmhouses were built beside the turnpikes; the price of land increased in proportion to the condition of the road, connecting it with a market for its products. Churches flourished on the same principle. Another fact, agriculture conforms to the nature of the roadways. Along the macadamized roads the farmer keeps his buildings painted, plants in straight furrows, keeps his fencerows clean, cultivates his crops with care, and harvests close and with neatness; while on the bad clay roads nearly all the farms look slovenly and ill worked.

A successful business man said to me: "All good roads run downhill;" by which he meant that traffic flowed like water along a pleasant highway. "Show me a flourishing town," he added, "and I will prove to you that it is a basin into which good highways pour their streams." I know that this is true in Indiana. There is not a genuinely flourishing town within our State which is fed by ill kept roads. Mud colors whatever it comes in touch with, even the temper and aspirations of men and women. Who can keep in a good humor with clay on his feet?

It is no fanciful statement, but rather a cold, hard truth, to say that broad, clean, smooth highways are the strongest and most persistent of moral forces. Locomotion is freedom, and good roads make freedom easy. In Crawfordsville we are all optimists; it is so easy for us to walk, drive or ride out of the way of trouble. In fourteen different directions the splendid roads extend to indefinite distances between rich farms where plenty and prosperity are absolute. When I want to go a-fishing in summer I drive north, south, east or west until I come to a stream, and every foot of the way is a graveled floor. I meet wheelmen and wheelwomen, or they whisk past me like birds, at every furlong's end. They all look happy, and belike I have the same cast of countenance, for a good road makes a light heart.

Not so very many years ago all of our gravel roads were the private property of corporations, and we had to pay toll for using them; but one day our county commissioners bought them and made them free, built others, and have since maintained them by taxation. Without any manufacturing interests of great influence, and quite free of anything in the nature of a "boom," our town has doubled its population since good roads came. It has quadrupled its actual wealth. Moreover, the improvement in the architecture and capacity of homes and business buildings has been remarkable. Of course this is not all due to good roads, and yet without good roads it could never have come to us.

Speaking of bicycles, they are the indices of fine highways. Wherever wheelmen and wheelwomen most congregate, there will you find the choicest of roads; and it follows that the new methods of locomotion with which inventors are now busy must increase public interest in the improvement of highways. Horseless carriages are in sight, and when they arrive they must have their thoroughfares. We can scarcely comprehend the revolution in travel which will follow a general adoption of the new vehicle. But such a revolution would change the whole public-road system, and give us even better highways than the best in Europe. If the two difficulties of mechanical appliance and cost of operation can be adequately controlled, as now appears probable, the time is short until the world will cut its road gradients to suit this new demand.

To one living in the middle of what is doubtless the richest agricultural district in the world, the impression comes sooner or later that nearly the whole evil of country life would be eliminated were locomotion made cheap, handy, easy, safe and rapid. What country peo-

ple most long for and need is a part in the refining and liberating resources of the towns. Distance and the expense of travel at present form an almost insurmountable barrier, tho the distance be but a few miles. The perfecting of a new and cheap system of locomotion will change all this, and to a certain extent make the whole country a town. It will double and treble the number of good schools, good churches, good places of amusement, and good centers of social attraction.

When we remember that winter and spring are the seasons of bad outdoor conditions and are at the same time the seasons of nearly all the social, intellectual, religious and recreative functions, it is easy to comprehend what good roads and cheap, rapid and comfortable vehicles would mean to the well-to do farming people of all the middle West. Already their children are being well educated, and the great problem is what to do with them after they are educated, especially how to make them satisfied with rural life. With enlightenment of mind has come to them a thirst for urban sources of culture, entertainment and social enjoyments. Good roads may not destroy distance, but they can in a large degree rob distance of its power to make country life lonely and uninteresting; they can turn a large part of the country into suburbs, as systems of trolley-car lines have already done in many places. Indeed, in most of the Middle and Western States farmers are beginning to establish their homes in the nearest town where their families can have better educational and social advantages. Good roads have made it practicable to drive back and forth between the urban home and the country estate, and thus the farmers living in town yet operating his farm, is overcoming the most serious obstacle in the way of his domestic happiness and physical comfort.

Referring again to Crawfordsville as an example, there are many families living here in charming homes and whose revenues come from well-managed country estates situated in some cases several miles distant from the city limits. Year by year this element is increasing in all of our towns, and the increment is a very valuable one, almost wholly due to good country roads.

CRAWFORDSVILLE, IND.

THE DEVELOPMENT OF AMERICAN ROADS.

BY GEORGE ETHELBERT WALSH.

The average foreigner who has visited the United States in the past quarter of a century, and has been asked for some "impressions of his experiences" upon returning to his native land, has never failed to remark upon the abominable condition of American roads; and so monotonously frequent have these reflections become that little attention is paid to them. The fact is indisputable that the roads in this country are largely inferior to those found in the older countries of Europe, and no fair-minded, intelligent American attempts to deny it. But as a rule a proper conception of the road question is not possessed by the critical foreigner who attempts to sum up all the good and bad points of the country after a few weeks' sojourn among us. In order to arrive at a just estimate of our status in this respect the history of road development in the past must be considered, and then a fair comparison can be made between the spirit of road improvement in this country and that displayed in England or the Continental countries. One country may have great physical difficulties to surmount in order to reach a level of civilization that another nation advanced to without special trouble; and it would be no reflection upon the spirit of progress and improvement if the former should be a few degrees behind the latter at the end of a decade.

The spirit of road building and improvement has not been inactive in this country during the past century, but, owing to physical difficulties and insurmountable barriers, it has taken a different course from that of other nations. Road building we have had now for nearly a hundred years, and in all this time a spirit of enterprise and activity has marked the work and brought renown and credit upon the builders. The nature of the country demanded that a different system of road building from that prevailing in England and France should be adopted, and the net results of the closing century's labors are greater by half than those obtained in any other country on the globe. Not even making allowances for difference in age, the United States stands to-day as the leading road-building country of the world. What the European countries have accomplished in five hundred years we have brought to pass in less than one hundred. We have the longest and best roads in the world. It is no discredit to us as a nation when it is said in reply that they are only in the form of railroads, and not ordinary country roads. For what other purpose are roads built than that of easy communication and transportation? In a country of the length and breadth of the United States steam roads were the only feasible ones that an intelligent people could build until the land was bound together by rapid means of communication.

Early in the present century the question of building roads of the ordinary kind was agitated, and the party which believed in a liberal construction of the Constitution favored a stupendous plan of getting the Government to construct great national highways. That spirit of road improvement, started early in the present century, has waxed stronger and stronger up to the present time. The need of opening the country by means of long roads was appreciated by every one. Early in 1806 the great national highway was begun. It was to follow the valley of the Potomac, cross the Alleghanies, and descend the Ohio to Wheeling, and then go on to St. Louis. That would have been the longest, and probably the finest public highway in the world; but the work was undertaken too late in the civilization of the land to continue. It was interrupted, and then abandoned for good cause; but, after an interval of nearly ninety years, similar enterprises will be undertaken in different parts of the country. The old system of road building was simply suspended because all of the private energy and capital were needed to build railroads.

The railroads when introduced were found to be great improvements over the old highways so far as opening up the country was concerned, and private capital was invested by the millions. The net results of this work are visible to-day in the 180,000 miles of railroads and about 50,000 miles of sidings and double tracks. This is the reason why American common roads have not advanced as rapidly during the present century as other physical improvements of the country. Not only was the capital of the nation put into railroad construction, but the best mechanical and engineering ability, as well as the finest executive and administrative gifts. Railroad building has been the greatest physical accomplishment of the American people; and to-day we have one-half of the railroads of the world, and one and one-half times as many as all Europe. Like everything else connected with the development of American resources, the past history of railroad building has been on a stupendous scale, so large, in fact, that the best thought and effort of the country have been absorbed by it. There has been little room left for common road building.

The opening of the country by vast railroad systems, however, has about reached a climax; and ten years ago the work of constructing new lines practically ceased except in a few unsettled parts of the country. During the next century the development of railroads will attract less capital, less ability and less general attention. In some of the older States they have spread over the face of the country in such an intricate network that there is no room for further construction, and certainly no need for new lines. In New Jersey it is difficult to find a farm that is beyond seven miles from some railroad line, and nearly the same can be said of Massachusetts and parts of New York. The future efforts of railroad managements will be along the line of improving the conditions of old roadbeds, rolling stock and general services.

But with the decline in railroad building, the old spirit of internal road improvement is revived, and the work, discontinued ninety years ago, may now be said to be going on again with renewed vigor. In every part of the country new and improved common roads are being constructed, railroad lines are being connected with the surrounding farms and villages by fine macadamized roads, and bicycle paths and pleasure boulevards are springing up as by magic. The brains, capital and energy of the country that early in the present century constructed the immense lines of railroads, are now being turned into road investments of a different nature. The transportation problem will not be solved until every habitable part of the country is in direct communication with every other part, and this can be accomplished only by building common roads that are passable at all seasons of the year. The bicycle has been credited with causing a great deal of the modern road improvement spirit, but another potent cause is that railroad building had about reached its limit when the bicycles became popular, and the new area of the transportation question was beginning. The coming of the bicycle changed and hastened the trend of public opinion, and focused attention upon the public roads.

During the last season the bicycle craze has penetrated to every part of the country, and the army of riders have invaded the South, East and West, carrying the desire for better roads into every rural hamlet. The results are apparent at once. More miles of macadam and telford roads have been constructed this year, or are under construction, than during any other similar period of our history. The future of our roads is assured. It will not be a great many years before the United States will have some of the finest and longest macadamized roads in the world. The National Government, and the Legislatures of nearly every State, pushed on by the ever-increasing army of bicyclists, are making provisions for extending and improving the road systems of the country. It is estimated that we have already something over 1,300,000 miles of common roads in the country, a total mileage greater than that of any other single country; but the majority of these roads are in poor condition, and have sprung into existence without method or system. Ten years ago the extremely bad condition of the roads attracted public attention, and since then improvements upon them have been going on steadily. State commissions of expert road builders and scientific engineers have been appointed to examine into their condition, and their suggestions have brought about a change that promises to transform the face of the country.

In Massachusetts an appropriation of one million dollars is likely to be made by the new Legislature on the recommendation of the Highway Commission. Last year $400,000 was appropriated, and so popular was this appropriation that both parties considered it necessary to declare in their platforms in favor of improving the roads of the States. But village improvement societies, and county supervisors of the roads, have also been stimulated to the betterment of their highways, and new road machinery has been purchased by more than half of the towns. A high grade of road-building ability has been developed throughout the most progressive States, and some of the highways constructed in the Eastern towns equal any to be found in Europe. Professor Shaler, of the Massachusetts Highway Commission, is reported to have said that the contractors who have built some of the roads in and around Boston understand their work so thoroughly that he "would be willing to go into competition with the French road builders for any number of selected miles of road."

The road expenditures have always been large in the older States; but most of this money has been wasted because of bad methods. In 1893 Massachusetts spent $1,136,944 on her highways outside of the cities, and during the same period the sum of $2,500,000 was expended in New York, and $778,470.82 in New Jersey. According to the mileage of the roads in each State this would mean an annual expenditure of $66.30 per mile in Massachusetts, $30 per mile in New York, and $43.24 per mile in New Jersey. If this same amount was properly expended upon macadamized roads, the improvements of our highways would advance so rapidly that in a quarter of a century the United States would be the leading country in the world, so far as good roads were concerned. If each State spent $18 per mile for the roads already in existence, the annual expenditure would amount to something over $20,000,000. It is estimated that nearly as much as this has been lavishly expended upon our roads in past years, but has produced no very pronounced good to the country.

Last winter an act was brought up in the Pennsylvania Legislature, requiring the State to pay $1,000,000 per annum for the improvement of the roads, the whole amount to be divided among the counties in proportion to the road tax paid by each one. In New York two measures were proposed, and were pushed with great energy; but for various reasons they failed to become laws. One measure was for an appropriation of nearly $10,000,000 for improving the roads of the State connecting together the county seats, and the other for the State to pay one-third the cost of road construction, the county one-third, and the property owners the balance. In New Jersey a law has been passed which authorizes the county Freeholders to assume the exclusive control of the roads of the county, and upon a vote of the people to levy taxes and assess abutting property to raise the necessary funds. Furthermore, the State Aid Law enables property owners of any district to petition for road improvements up to a certain point, the State to pay one-third of the cost, the property owners one-tenth, and the county the balance. As the State is limited to an expenditure of $75,000 a year, this work cannot expand beyond a certain point. Under this law over sixty miles of good road were built in 1894, and the applications for 1895 were far in excess of the limit placed by the statute. This law has produced the best results of any yet passed by the Legislatures of the different States; and the New Jersey roads are counted among the best in the country, notwithstanding the low rate of road tax, amounting to ten cents an acre, and an additional assessment of about four cents. Essex, Union and Passaic counties have many miles of fine telford and macadamized roads, the first of which alone has over 200 miles of good highways within its limits of twelve square miles. The cost of the roads in different parts of New Jersey have varied from $5,000 per mile, to $8,700 per mile. Some excellent roads have been constructed in New York State from $400 to $5,000 per mile, where the proper machinery was owned by the county, and where the property owners along the highways furnished the crushed stones, and carted them to the roads. The same kind of roads could not be duplicated near large cities, nor in any part of the country where the stones had to be purchased and transported. In Massachusetts the cost of some of the fine macadamized roads built within the last year has reached $18,000 per mile, but these highways ran up hills where the grade was steep. The average cost for the towns, however, has been between $4,000 and $7,500 per mile, with the roads varying from 15 to 24 feet in width.

In connection with road building in the country, General Stone, of the Road Bureau of the Department of Agriculture, has been instrumental in securing the cooperation of many of the railroads with the farmers to improve the highways. One of the geatest expenses in road building is the transportation of the stone; and most of the railroads show their willingness to move the stone required for country road building at half their usual freight rates, others at actual cost, and a few at no charge at all. In this way each section of the country can get all the stone necessary for building telford or macadamized roads at astonishingly low figures. After careful calculation General Stone estimates that the cost of moving stone for road building amounts to about two mills per ton per mile, or, for carrying 2,800 pounds one hundred miles just twenty cents.

By systematic work and study the cost of building fine roads has been greatly reduced in the last few years. In parts of New Jersey roads that cost $6,000 five years ago are now being constructed as low as $3,000 per mile, and for all practical purposes they give just as good results. This is due to the cheapening of building material, transportation rates, and to better systems of construction. As the art of road building progresses in this country, the process may be still further reduced in cost, and good roads may be had for only a trifle more than the old country turnpikes cost.

The recent movement for improving roads is not by any means confined to the Eastern States. In the West, Southwest and South similar general efforts are being made to annex new districts by connecting them with the railroads by good, firm, hard highways. In the prairie districts of the West, where stones are scarce and expensive, the old roads have been improved by plowing two deep furrows along where the cartwheels go, and filling them in with loose field stones, gravel and broken stones, topping off the whole with light gravel. These roads can be constructed at a comparatively small expense; but when the roadbed is properly elevated, and a ditch made on either side, they are passable at all seasons of the year for heavily loaded farmers' wagons. In the sandy districts of the South good roads have been made in the last two years by mixing clay with the sand, and then rolling it to a firm, hard surface. In portions of the South and Southwest where the land is low, water settles over the common roads, and the work of constructing good highways has called for different systems of engineering. The difficulty has been surmounted in many regions by digging a trench in the middle of the road, and placing a tile drain in it, or a rough stone box. On top of this drain the macadamized road is built. The roadbed, of course, is built higher than the sides, and the water either runs off into side ditches, or percolates rapidly through the middle of the road into the drain.

Several thousand miles of good roads have thus been added to the different States during the last year, while many more of the old roads have been improved and widened. Practically new territory, equal in area to New York and Massachusetts, has been annexed to the country by these roads, for districts that were almost inaccessible before have been brought into close touch with the rest of the country. The winter season will have less terrors for a large rural population as a result. More railroad traffic will be carried on through the cold season because farmers have passable roads over which they can travel with their produce at any time of the winter. The benefit is general.

During the coming winter road bills will be introduced in nearly every State Legislature. Bills that failed to pass last year will be revived and modified to suit present needs. The public has emphatically declared for good roads, and no politician will dare to cross the will of the people in this respect. The new era for common road building is at hand; and we shall see in the next twenty-five years as great an advance and improvement in road building as there was in railroad construction earlier in the present century.

NEW YORK CITY.

CITY STREETS AND ASPHALT PAVEMENTS.

BY J. W. HOWARD,
Civil Engineer.

The material, mental and moral welfare of a community, as of an individual, advance almost simultaneously. As soon as the first needs of man, food, clothing, shelter, are once assured, he turns to his mental and moral betterment.

Each village, town and city has passed through the experience of seeking, first, the crudest shelter and supplies of food and clothing; then the streets are gradually laid out, the water supply and drainage arranged, and further improvements undertaken.

Schools and churches increase in numbers; mental development causes increased necessities; moral advance arouses a higher sense of duty. Every effort is made to reduce the time and labor needed to get the necessities of life. Much study is given to increase our comfort and health, and this study at once leads us to the street problems of our cities.

A city is a living being which grows, improves, becomes strong, permanent, prosperous (or the reverse), in proportion to its attention to the material, mental and moral matters of its inhabitants. The health, wealth, peace, prosperity, contentment and success of a city depend as much upon its engineers and builders as upon its merchants and teachers.

Mens sana in corpore sano is a statement as true of a city as of an individual. A healthful city must be clean; it cannot be clean if not paved.

Nothing conduces more to the brain power, health and success of city life than well-built and well-paved streets. The inhabitants of a city cannot rise to the higher mental and moral planes of life, if that city is encumbered with narrow, crowded, unattractive streets, surfaced with pavements which absorb, develop and disseminate the many germs of disease so fatal to human life. All are familiar with the sickly, cramped, poor and unhappy population which is so often compressed in the slums of our cities where such streets and poor pavements exist.

No subject deserves closer attention than the streets of cities. A little thought shows at once how much is involved directly and indirectly by these thoroughfares and their condition. A well-paved and properly equipped street is to a city what a well-floored and properly furnished hallway is to a home. A city is the home of its inhabitants the same as the house is of the family. Too many cities fail to furnish that which makes them attractive for permanent residence, especially for successful men, who have retired from the active pursuit of gain, as well as for the large number of men who gladly live with a small income, but seek that which satisfies their sense of beauty and pleasure. Washington, Paris and a few other cities draw many people from cities which practically have no inducements to keep these prosperous people at home, after they have extracted from the place sufficient with which to go elsewhere. Nothing repels as much as a poorly paved and badly cleaned city street; whereas, nothing attracts and pleases citizens and strangers more than handsome, well-paved and properly cleaned streets.

The city thoroughfare should not always be looked upon from the standpoint of vehicles alone; altho a street provides for the transfer of people and goods for pleasure and profit, it also fulfils many other functions.

A street furnishes, above, upon and below it, scores of our common necessities. A well-laid-out and properly finished street provides for us light, air, comfort, beauty, as well as the arrangements for gas, water, drainage, steam, electric light, means of travel, and communication by telephone and telegraph.

Many cities, large and small, have an attractive arrangement of the posts for electric and other light upon their streets, as well as such a disposition of the letter, fire-alarm, and police boxes that, while not sacrificing their utility, the beauty of the street is not lessened by their presence, as is too often the case in our cities.

A modern street, in many cases, is not complete without a few grassplots, fountains, especially for furnishing drinking water, as well as a few other of the arrangements so essential to the requirements of the dense population of modern cities.

Great progress has been made during the past twenty years in the cities of the United States, especially in the matter of improved pavements. City after city, after long struggle, strong opposition and costly experiments has taken water works, sewers, pavements out of the hands of ignorant, apathetic and sometimes dishonest men, and intrusted these vital improvements to able men, and to men who, if they lack experience, are at least willing to investigate, inspect, tabulate and profit by the experience of men in other cities better squipped than their own.

Our streets are used by almost every one almost every day, yet few persons realize that the paving problem is not yet fully solved, altho great advance has been made. What to use and how to use it, in surfacing our streets, has perplexed the mental and financial resources of all cities since men have lived in communities. A city without pavements cannot maintain its economic existence. Goods cannot be moved. Progress even on foot is impeded, street cleaning is impossible, and the health of all is in danger.

Nothing is of greater benefit than a smooth, quiet, impermeable pavement, especially upon the roadway of a city street. This is made possible by the introduction of the concrete or monolithic foundation, as well as by the use of some form of special concrete either directly upon the subsoil, or over the existing old stone-block, macadam, or other objectionable form of pavement for city streets. This foundation is surfaced with an asphalt pavement, which fulfils many of the requirements of what a perfect pavement would be.

An even, noiseless and handsome pavement encourages the efforts put forth to keep it clean. The entire neighborhood is influenced to a better appearance. The children which live and play upon the street enjoy a clean and quiet pavement and are much benefited by it. These children gradually become different from those who live near a dirty and noisy roadway.

Experience of the Health Department of every city has clearly demonstrated that the plagues of former centuries and many of the epidemics of our day are largely due either to the lack of pavements or the presence of such faulty ones as are productive of microbes and bacteria. In order to make many streets in London, Paris, New York and elsewhere safer not only for those who live near them, but also for the city at large, asphalt pavements have been laid upon hundreds of streets in tenement and similar quarters. The surface of such pavements, being without joint, are easily cleaned. They are also flushed, or washed free from germs of all kinds by every heavy rainfall.

The origin of asphalt pavements is interesting because, in a large measure, it was an accident. Engineers, seeking better pavements, were attracted, by chance, to the possibilities of asphalt, when it was noticed that a certain asphaltic rock, which fell upon a country roadway in Switzerland, became compressed under passing wheels. The efforts made between 1802 and 1849 culminated in success. Shortly afterward, in 1854, Paris laid its first asphalt pavement, which at once attracted the attention of all the cities of Europe. Its advantages, due to its noiselessness, ease of cleaning, beauty, and the possibility of drawing heavy loads with less effort than upon other pavements, were quickly perceived.

London began its use in 1869, Berlin in 1872. Brussels, Geneva, Marseilles and other European cities, large and small, rapidly followed.

The United States, through a commission appointed by Congress, made a careful investigation of all known kinds of pavements, with a view of adopting the one best suited for use in Washington. It resulted, in 1876, in paving Pennsylvania Avenue, the principal thoroughfare of our Capital, with asphalt pavements. It became long ago the standard pavement there, and is used upon almost all its streets. Sand having been introduced into the asphalt paving mixture, the old objection of slipperiness, raised in connection with the older form of the pavement, was removed.

Soon after its successful use in Washington it was extended to city after city throughout the United States and Canada, until at present (1896) the statistics of one of our engineers shows that it is employed by more than one hundred cities to the extent of about 1,500 miles of city streets. This has been laid by many companies, using asphalt from several sources of supply. The same authority says it is being laid at about the rate of 2,250,000 square yards, the equivalent of about 150 miles of streets annually.

It is pleasing to note, in connection with the benefits which are due to this form of pavement, that special efforts have been put forth to lay it around many hospitals, schools and churches in New York and elsewhere, so that they are benefited by the suppression of noise upon the streets about them. This has been a common practice in Paris, Berlin and London for many years.

The history of asphaltum and its compounds, and the many uses to which they are applied, otherwise than in preparing and laying street pavements, is interesting. Its use for building in Babylon, for embalming in Egypt, for aqueduct linings and otherwise in Rome, for Greek fire in the Middle Ages, all bring out facts and events which hold our attention.

The progress made in the arts into which this mineral pitch has entered during the 270 years, from 1826 to 1896, has been very great. The sources of supply of asphaltum have multiplied, as its value became better known, until upon careful research the writer has compiled a list of about 150 places at which this material is found. Many of these deposits are too small for practical use; others yield supplies deficient in quality; whereas still others are mined, some for paving purposes, and others for various different uses. Each asphalt mine, deposit or lake, seems suited for special objects.

Asphaltum is a natural mineral pitch. It is black and, at usual temperatures of the air, somewhat brittle, but when slightly warm is pliable and sticky.

Asphalt pavements are mixtures which contain about 12 per cent. of asphaltum, a little more being added in cold climates and a little less in hot. The balance of the material is usually sand, containing a little powdered limestone or other substance.

The asphalt industry gives employment in civil, military, naval and other branches of engineering, as well as in architecture and manufactures, to many thousand men distributed throughout the world. Its greatest success, however, is in asphalt pavements, which make city life more healthful, pleasant and prosperous—helping to banish dirt and noise, relieving body and brain.

NEW YORK CITY.

GOOD ROADS FOR WHEELMEN AND THE PEOPLE.

BY COL. ALBERT A. POPE.

My early bicycle experience in the suburbs of Boston caused me to take an active interest in road reform, and since then I have seized every available opportunity to popularize the movement.

When the League of American Wheelmen had their first meeting at Newport, R. I., in 1880, I took a very determined stand on the subject and tried to impress upon the organization the advisablity of united action for the promotion of this reform. The League, from the time of its organization, has spent over $100,000 to advance the cause of better highways, has printed and circulated two millions of pamphlets and magazines devoted to the subject, and has in various ways used its influence for the enactment of such legislation as would help along the good cause.

Pioneer work is always difficult and expensive. It calls for a good deal of persistence to insure final recognition with the masses without which no broad success is attainable. I have labored for sixteen years in the interests of this great reform, have enlisted the interest of influential people by addresses before Chambers of Commerce, Boards of Trade, the Carriage Builders' National Association and various other assemblies, and expended a great deal of money in printing and distributing throughout the country such road literature as would be of interest and assistance to those inclined to support the movement.

In Massachusetts we have gone so far as to appoint a permanent Highway Commission, under whose supervision are constructed all such roads as are to be taken

over by the Commonwealth as State highways. The commissioners are paid officials of the State, whose duty it is to advise with county commissioners and all others having in charge the construction of roads.

The Old Bay State has gone into the work in a very systematic and businesslike fashion. A complete topographical map of the entire State is being made, with the object of showing the exact location of all materials suitable and available either for the construction of new or repairing of old roadways. Our Legislature appropriates large sums (the last one being $400,000) to be used at the discretion of the Highway Commissioners.

Many other States have enacted legislative measures for the improvement of their roads; but Massachusetts and New Jersey have so far taken a decided lead in this matter, altho there is a bill at present pending in the Legislature of New York State, which, if passed and properly carried out, will do much to place the Empire State in a line with the other leaders.

The charge of working from an interested motive is often brought up; but from data already collected it is easy to show that, while bicycle manufacturers and wheelmen in general reap a material benefit from the improvement of our roads, the actual money benefit to the tradespeople, to business in general and to farmers in particular, is greater than could be believed before actually proven by facts.

Wherever you find a body of wheelmen, there you may count upon united support for the road reform; and, while good work has been accomplished by various individuals and organizations, I believe we are safe in saying that the influence of the wheelmen throughout the country has done more than any other element to insure success.

The United States Government has taken hold of this subject, and for the past two years careful investigations have been carried on by the Bureau of Road Inquiry in the Department of Agriculture. This work has attracted such favorable attention, and been of such value in disseminating useful knowledge that the near future will probably see a material broadening of the work carried on by the Department.

Good roads throughout the country mean a saving of many millions of dollars annually—markets regularly supplied, crops cheaply moved, a more universal civilization, and a consequent higher type of citizenship. I know of no reform in modern times worthy of so much attention as the promotion of good roads.

BOSTON, MASS.

VILLAGE IMPROVEMENT SOCIETIES AND GOOD ROADS.

BY HELEN EVERTSON SMITH.

ALL middle-aged persons can remember the days when even the short strip of village roadway known as the "main street," was likely to be a veritable Slough of Despond for at least two months of the spring, a dust pit through most of the summer, and a succession of sloughs, ruts and hubs for the rest of the year. That this state of things has changed for the better is largely due to the public-spirited men and women who form our village improvement societies; for they have made the contrast between the village center and the roads which lead from it so striking that it proves an argument hard for the most obstinate to resist.

Apparently the earliest of these societies was the Public Green Association, of New Haven, Conn. This was started about a century ago. Its objects are still those of all its successors—"the removal of nuisances, the grading, making and draining of roads, and the planting of trees."

While road construction may belong to the civic authorities, the work of inspection may well be left to these associations. At least one village improvement society has obtained the right to appoint inspectors. These volunteers divide the highways between them in such a way that every yard of each is thoroughly inspected once each week. Each inspector has a right to take with him a workman (paid by the town), bearing the necessary tools to repair the small damages which, if neglected, might soon grow serious. If more extensive repairs are needed a report is made, and prompt action taken. There is no case in which the stitch in time more emphatically saves nine. In the instance mentioned the roads had been first put into fair condition by the town authorities. There was still wide room for betterment in the methods of construction and repair; but in that year they were really much improved at about double the average expenditure of the twenty preceding years. During the eight years since the inspection plan was adopted the yearly average cost has been less than ever before, and the roads have been much better.

A point strictly within the sphere of the "Improvers" is highway embellishment. One less obvious, but as important is the laying out of new roads. That because a thing exists it must be right has been the opinion of many in every generation; but in these days of overturnings the time has come when even so fixed a matter as the direction of a country road may not only be mended but moved. If one-third of the roads in country townships were given up, and the money which they cost to keep them not comfortably, but barely passable, were intelligently expended in keeping the remainder in good order, the improvement would be marked. The relinquishing of old and laying out of new highways should be given to the village improvement societies, because they are usually managed by the most intelligent, public-spirited and tasteful citizens.

When the first settlers built their dwellings they were so busy with the hard needs of their daily lives that we cannot wonder that most other considerations were sacrificed to that of convenience. The man who had to milk his cows before daylight of a winter's morning, to chop his firewood after dark, and dig paths through deep drifts of snow, wanted to have everything as near as possible both to his own door and the highway. So his house was usually placed as close to the roadside as he could get it, and there, too, in unsightly prominence were the sheds and woodpiles, the pigsties and the chicken coops. It is said that as lately as in the "forties" in the now charming village of East Hampton, L. I., this was still universally the case, while cows, pigs and geese wandered at will over the weed-grown apology for a Green, and there was hardly a shade tree in sight. This is not mentioned because the case was very exceptional, but because it is a striking instance of the good work of an active and intelligent Village Improvement Society.

A first lesson to be learned by would-be "improvers" is that the wildness of nature is not ugliness. Too often their earliest work is one of spoliation. Two vandals with ax and scythe are sent out upon the highway to "mow down" and "trim up.' To judge by results, a devastating band of Turks might have been over the road. Where Nature had graciously sought to hide the mangled roadsides by beautiful growths of laurel or sumac, and had covered the gaunt angles of fences with wreaths of clematis or the gay plumes of our golden-rod, we find only raw cuts and bereaved fences overlooking withered stalks. Had a graceful birch, or a feathery foliaged locust taken advantage of the protecting hedgerows to grow to a promising hight, it has been ruthlessly chopped down, but its stump is left to stare upward in mutely piteous protest. If, by chance, some lucky tree has grown to such a size that the owner of the adjoining land thinks it might be left for timber, it is spared; but, lest it may prove a restful shade or a landmark of beauty by the glaring highway side, it has been trimmed to a mere tuft of top branches, till it looks like an inverted feather duster. Fortunately Nature is patient in repairing what man is reckless in destroying, and if she be permitted will again clothe the waste places with beauty, but, in the meanwhile, years are lost.

It is peculiarly the province of the "conservative sex" to preserve and embellish; hence, women are at home and will soon be found indispensable in that municipal service which is but a larger sort of housekeeping. Even now almost all the village improvement societies are either entirely or in part managed by women. In some places, as in Guilford, Conn., the women were accustomed to gather on some prearranged day in the spring, after their houses had been cleaned and their gardens made, to "rake the village green." Diligently they worked, picking up unsightly débris, and raking from corners and gutters the accumulated rubbish of the winter, making huge bonfires of them and leaving the thick green turf free from all defacement. Then a bountiful luncheon was served to the merry laborers, after which a memorial tree was planted to bear witness that the "Spirit of the Spring Clean" was active out of-doors as well as within.

The first incorporated society for purposes of village improvement is said to have been the Laurel Hill Association, of Stockbridge, Mass. From the start it devoted much attention to bettering as well as beautifying the roads. Lenox soon followed the good example, and both towns have reaped the fruits of their intelligent course.

Cazenonia, N. Y., is another illustration of the pecuniary value of good taste. When once people have become accustomed to neatness and beauty in the village, and to the luxury and comfort of well-made roads within its narrow limits, they will not rest without going further. The stranger approaching Cazenovia has foretastes of its beauty in the well-made and planted roads by which he comes.

Bridges of solid construction and graceful form, as well as occasional fountains for man and beast, and seats for the tired wayfarer are all very desirable things; but they are not the better for unnecessary expense. Cost is never a measure of beauty, and the cheapest, as well as the greatest beautifier of country or city highway is the tree. Not that all our roads should be overarched with shade trees, for that would cut off too many charming view, but there should be tasteful and judicious tree-planting done along every highway in our land.

Of the many villages which owe their present attractions to the good taste of a past generation, perhaps I may be pardoned for mentioning the one which I love the best, that of Sharon, Conn. In this town a little society, known as the Sharon Street Improvement Association, was started in 1836. Its life was short, but it left some lasting effects by blasting away a ledge of rocks which broke the view up and down the broad main street, and planting the double rows of magnificent elms which are now the old town's chief glory. These it is the constant (if not always successful) effort of the present efficient Village Improvement Society to keep free from the obnoxious "worm."

In past times, at least in the New England and eastern Middle States, there was small question what was the best tree for greens and highways. The elm held the undisputed first place. But now—unless the ravages of the destructive creature commonly known as the "elm-tree worm"—are speedily checked, the glory of the elm, it must sadly be said, has departed. Of all the devices for the extermination of this pest, that adopted by several of the village improvement societies of Vermont and western New York, has so far shown the best result. Cash prizes were offered for the largest numbers of the nests which should be cut from the trees in the proper season, and be brought to the committees to be burned. In three years, it is said, several townships have freed their domains from the pests; a very small yearly outlay will now suffice to keep them free.

For excellence of road construction we must depend chiefly upon the quickened business sense of the community. For beauty we rely principally upon the local improvement societies. It is they who will see that our native flowering shrubs are not banished from our highway sides. That while noxious or troublesome things, like the pokeweed, poison parsnips, mercury, burdocks and Canada thistles, are rooted out as far as may be, the fragile columbine, the gentian, golden-rod, laurel, clematis and other innocent, beautiful wild things, shall be allowed to grow freely on the highway sides of fences, embellishing almost as much by the defects which they hide as by their own beauty. And these societies will see, also, that trees of Nature's planting shall be left to grow when practicable, even if she did not see fit to drop the seed at the precise spot which the path master would have chosen.

NEW YORK CITY.

THE HORSELESS CARRIAGE.

BY WILLIAM STEINWAY.

The idea of the horseless carriage is not entirely new. A quarter of a century before John Stephenson introduced the railroad, Trevithick had invented a steam carriage which was intended for use on ordinary roads, which, at that time, were as bad in Europe as they are in some parts of our own country to-day. Inventors along these lines, during recent years, have been endeavoring to discover a motor which would be sufficiently powerful to propel a carriage or wagon over ordinary roads at a rate of speed faster than could be obtained by horse power. Some of the most interesting of these experiments have been made in France, where the roads are practically all built, substantial monuments to the foresight and shrewdness of Napoleon. In Germany, too, where the horseless carriage is being received with much favor, every important road is a graded, macadamized turnpike, and generally lined with trees, either poplar, sycamore or linden.

I became especially interested in Mr. Gottlieb Daimler's invention of the horseless carriage while I was traveling in Germany in 1888. At my request he gave me an exhibition of his invention. Seated in the vehicle, he called for me at my hotel at Stuttgart, and I rode with him to his factory at Cannstadt, a distance of ten miles. The journey was up and down hill, and was made in forty-eight minutes. In the same way we rode back to the hotel, suffering no mishap of any kind. At that time I was very much interested in a street railway company in Long Island City, upon which horse power was in use. It was very desirable that some other kind of power should be substituted. Steam locomotives were prohibited, electric storage cars were then only being talked about, and were too heavy and not reliable, the trolley was in its infancy, and the first cost of installation was enormous, and, besides, in such a system, if the power gives out at one point, the whole line will be affected. I was seeking for a motor power which would propel a car with certainty to a given point, while, if any accident should happen to the machinery (a contingency liable to occur, no matter what the contrivance might be), the car, not weighing too much, could be sidetracked, permitting the cars behind it to pass.

After carefully investigating the construction of the Daimler Motor Patent, I introduced one of these motor cars on the railroad line referred to, and repeatedly carried thirty-five passengers twelve miles, in an hour, under twelve horse power.

Mr. Daimler began to "think out" his invention some thirteen years ago, when he was general manager of a gas-engine works. After four years of thought and experiment he found that he could utilize the ordinary gas engine, with some modifications, as a consumer of petroleum, naptha, paraffin, or gasolin. The principal improvement he made in the engine consisted of a small heating chamber into which the liquid fuel passed before it entered the cylinder. The petroleum is not used as a fuel for the production of steam; the principle is the utilization of gas explosions produced at regular intervals.

Among the difficulties in the way of the inventor was the effort to produce a high-speed motor that could start slowly but promptly, then allow the speed to be increased

without too much gearing and loss of power and permit of perfect control of the vehicle. Another difficulty was how to carry the necessary water for cooling the cylinders where the power is generated. These and other difficulties have been overcome.

On the Continent, especially in France, an unusual interest has been manifested in the horseless carriages, and many of them are in use, either for the purpose of pleasure, or in business. Last summer there was a race between the carriages of the different makers, the course being from Paris to Bordeaux and return, the distance between the two places covering about 360 miles.

Only four-seated carriages were allowed to compete for the first prize of $8,000. Sixty-six horseless vehicles, propelled by petroleum, steam power or electricity, started in the race, which was witnessed by many thousands of people all along the road.

The Daimler Motor carriage won the first prize, covering 750 miles in 48 hours, an average speed of about 15 miles an hour. Previously, in 1894, at Paris, and in May, 1895, at Turin, Italy, the first prize was given to the same motor at contests in these respective cities.

The Daimler Motor carriages are built for four different speeds—3½, 6, 9 and 14 miles per hour. The speed can be properly regulated by means of a hand lever, to suit the condition and grade of the road. By means of the lever, also, the carriage can be made to back like any ordinary vehicle. In France and Germany carriages are not allowed upon the street unless they can back. This requirement is much more necessary in the United States, where our roads are much narrower, than they are abroad. Our roads, however, are becoming better and better each year, thanks to the general interest which has become awakened among the people on this subject and to the special efforts of the great army of bicycle riders to whom good roads are of such importance. The vehicle can be properly steered and can be used over hilly roads. Many of the trial trips of these carriages have been made through mountainous regions, such as the famous Black Forest in Germany, with which most American travelers are familiar. A journey in that region means up and down hill all the time. The cost for fuel is about one cent per hour per horse power, and enough gasolin or petroleum can be carried for a run of twenty hours, or even more.

In regard to the kind of roads for the horseless carriage and for general purposes, I suppose the asphalt road is the best; macadamized roads are generally found in the suburbs of cities as, on such a thoroughfare, horses are not so liable to slip, and the construction and repair of such a road is less expensive than other kinds. While a good road is pleasant to the rider who is traveling over it, the question of roads ought not to be the most important factor in connection with the use of the new horseless carriage. If this modern vehicle is to supersede the horse it must overcome the same difficulties that are presented to a carriage propelled by a horse; otherwise, what should be a vehicle becomes simply a toy, in which case its use would be extremely limited. The gauge of roadway for carriages in Germany is slightly narrower than it is in this country, and even here it is not the same width in every State. The American Daimler carriage has been altered to conform with the roadway generally found in this country. If the carriage is made too narrow the passengers are tossed about, and the riding is made much easier if the carriage is constructed for the roadbed as we have it here.

The price of the horseless carriage at the present time is from $1,500 up; but, later on—even the manufacturers cannot tell how soon—when the carriages are turned out in considerable numbers, and when the method of making them may be still further simplified, it will be possible to reduce the present rate. The conditions are very much as they have been seen in late years in the bicycle industry, and in the manufacture of firearms; such improvements have been made in the construction of both these articles as to make it possible for a person of ordinary means to own a good bicycle or a trustworthy gun. At first the horseless carriage will necessarily be used by the rich residents of cities in neighborhoods where good roads predominate. It was the design of the maker of these carriages that, in the beginning they should be used as luxuries; but they will also be found valuable in the business world. Large dry-goods houses and other stores having many parcels to deliver, will use them instead of the delivery wagons, sending them to the outskirts of the city and the suburbs, and finding this method of transporting their packages both rapid and cheap, as compared with the old way. A three-horse-power petroleum engine, it has been demonstrated, can be run at a cost of three cents an hour. Such a motor would do the work of two horses which cost many times more than three cents an hour. The Society for the Prevention of Cruelty to Animals is already speculating on the cost of making a change in its ambulances from horses to Daimler Motors.

A Daimler Motor car is put to a curious use at the great Krupp gun works in Germany; one of them has been constantly employed there for the last six years. At these works there is, of course, a great deal of experimenting in regard to the merits of new guns. The distance nowadays between the targets and the guns is much further than formerly. Officers detailed from their respective Governments to watch these experiments are required, first, to see the shot fired, and then to run quickly up to the target and note the effect of the discharge. Formerly they rode to the target on horseback; now they ride to it in a Daimler Motor car, which runs over a single track that has been laid for the purpose.

Horseless carriages and all kinds of motor wagons, for omnibus, van and truck purposes, have come to stay; and I am certain that within a few years their manufacture will be one of the most prominent industries of this and other countries.

NEW YORK CITY.

ROMAN ROADS.

BY J. R. S. STERRETT,
Professor of Greek in Amherst College.

One familiar with conditions in Asia to-day can easily understand how traffic between nations or between distant cities of the same State can be conducted, more or less successfully, for ages without roads that deserve the name. It is only when commerce is highly developed that need of rapid transit is felt. But the successful conduct of war is conditioned by the facility with which troops may be moved and concentrated at strategic points. And just as to-day the railways of Russia subserve the interests of war rather than the needs of commerce, so it was in antiquity.

It is not known with precision what nation first conceived the idea of artificial trade roads between distant cities. Story has it that Semiramis built roads and dams, and history knows that the Persians expended vast sums in the maintenance of roads along which was carried the first postal service mentioned by ancient writers. Every one has read of the Royal Road that led from Ephesus on the seaboard to distant Susa, and this Royal Road is usually conceived of as distinctively a Persian innovation. But a more intimate acquaintance with history—I might even say with prehistoric history—makes it quite clear that the so called Royal Road was inherited by the Persians from the ancient people whose capital city was Pteria, whether we call them Hittites or what not. For had the Persians built or established the Royal Road, they could not have been so inane as to make the great detour by way of Pteria instead of choosing the short and natural trade route by way of the Cilician Gates, Iconium, Philomelium, Celænæ and the Lycus Valley, a route that was adopted later on by the Greek kings and their successors, the Romans. This can be easily proved, but its discussion does not fall within the scope of this paper. The point I wish to make by this reference to the Royal Road is that when Pteria was the capital of a great empire that embraced all Asia Minor and Syria, it was quite natural that roads should radiate from Pteria. This fact accounts for the road from Ephesus to Pteria, as well as for the road from Pteria via the Cilician Gates to the southern seaboard; that is, for the two sides of the great triangle in the Royal Road. In other words, the Royal Road was inherited by the Persians from a far more ancient people whom they had conquered. In defiance of the fundamental principles of rapid transit they were content to jog along this immense zigzag for centuries, merely because they found it already existing when they conquered Asia Minor. Road building, therefore, antedates the Persians.

It is known from many sources that the Greeks were not builders of roads; indeed, Strabo takes pains to assert that they paid little attention to roads, sewers and aqueducts, three kinds of public works upon which the Romans laid particular stress. It is true, tho, that Herodotus mentions the road from the altar of the twelve gods in Athens to the temple of Zeus in Olympia (1,485 stadia, or 173 miles in length), and compares it with the Egyptian road, from the seaboard to Heliopolis (1,500 stadia in length).

But the honor of having brought road building to a science belongs to the practical Romans, many of whose superbly built roads are in use at this moment. But even the Romans felt no need for rapid transit for the first centuries of their political existence; for it was not until the year 334 B.C. that the first road in Italy was built, the *Via Appia*, so called from Appius Claudius, its builder. However, in the time of Julius Cæsar all the principal cities of Italy were connected by roads; and under the emperors, from Augustus onward, road building became more and more an essential feature of imperial policy. Indeed, the international road, as it would be called nowadays, being intended first and chiefly to facilitate the movement and concentration of troops, was already a conception of the Roman mind.

The word *Via* was applied alike to all streets and roads whether in city or country. The *Viæ privatæ* were farm roads upon private estates. The *Viæ vicinales* were neighborhood roads connecting villages. The term *Viæ vicinales* is sometimes applied to the *Viæ publicæ*, so that some confusion reigns as to the strict terminology. The *Viæ publicæ* were built at State expense and originally on State lands, tho when the projected road lay through private estates, the condemned land was assessed and due payment was made for the right of way. These *Viæ publicæ* were built under the supervision of a magistrate who determined their width, their structure and the materials to be used. As the power of Rome spread there was an ever-increasing need of a means of rapid transit between the city of Rome and her distant armies, and so it came about that the *Viæ publicæ*, because of the use for which they were chiefly intended, were oftenest called *Viæ militares* (or *Viæ consulares*, or *Viæ prætoriæ*, when they were built by proconsuls or proprætors).

Tho Augustus was the first to build distinctively international military roads, yet all of his successors did much in the matter of extending the system; for the imperial policy demanded that every newly conquered province be provided at once with military roads.

When on the march, the Roman soldier was laden down with his armor, offensive and defensive, with his clothing, bedding and rations, and was so oppressed by his equipment as to be quite unfit (*impeditus*) for sudden battle. His armor alone was so burdensome that a raw recruit could not carry it day in and day out without exhaustion and consequent relegation to the baggage train. Cæsar, for instance, is constantly telling us of mishaps and strategic failures caused solely by the heavy armor of the legionaries. The baggage train of a Roman army was vast and unwieldy almost beyond our conception to-day. It carried not only the military chest and archives, tents, arms, armor and munitions of war of various kinds, but the private chests of the officers and private soldiers, as well as all sorts of plunder—booty it was called, tho it often consisted of unheard-of luxuries. For instance, we read that Cæsar carried with him on all his rapid marches slabs of marble to serve as a floor for his tent. Besides all this, the legionaries were followed by an army of women, wives of the soldiers and common camp followers; by an army of slaves, for each legionary had his *calo*, or body servant, and these *calones* usually outnumbered the legionaries themselves; they were followed, too, by an army of merchants (*negotiatores*) and sutlers (*lixæ*), nor must the field artillery (*tormenta*), the sick and wounded be forgotten. We must remember, too, that the Roman army when on the march was in reality an advancing line of battle. This was always theoretically the case, and certainly in hostile territory the maintenance of the battle line was necessary for the protection of the vast train. The rapid march or concentration of troops thus burdened with armor, and handicapped by an unwieldy train that had to keep pace with the legionaries, demanded not only that the roads be in excellent condition, but that they be wide enough to allow the individual soldiers to use their arms in case of sudden attack without being interfered with by their neighbors.

The Roman military roads were built to accommodate this host advancing in battle array, and therefore the statement that they were far superior to our macadamized turnpikes even need not cause surprise. The width of the road varied according to its importance; some of them were one hundred and twenty feet wide, tho in the provinces the width varied between forty and sixty feet. The roadbeds were as carefully graded and built as are those of our railways. The Roman road builders were at great pains to make the road as straight and curveless as possible; often this airline could be attained only by deep cuts through rocks and mountains, or by steep fills, bridges and culverts. The roadbed was prepared by excavating all the soil for the entire width of the road down to hardpan. The space thus excavated was filled in with hard materials, until the requisite level, however high it might be, had been reached. The roads did not run uphill and downhill, but, so far as was possible, and much was possible, natural obstructions were overcome, and a grade, once reached, was stubbornly maintained, it might be, by raising the roadbed, often at great expense, to the level of the grade already attained. In mountainous regions great embankments were built both below the road to support the roadbed, and above the road to prevent landslides. They did not hesitate even to make tunnels.

The Roman road was built for eternity. When the roadbed had been prepared by excavation, as described above, it was carefully refilled, regardless of expense, with layers of sand, stones and cement. The surface was so solidly dressed that the wear and tear was reduced to a minimum.

Investigations with regard to the preparation of the roadbeds were made years ago by Bergier on Roman roads that are still in use in France, and with the following results: In one road the excavation down to hardpan was three feet deep. This trench was filled up first with a layer of sand and cement an inch thick; then came a foot layer of flattish stones and cement; then a foot layer of small traveled stones and cement. These last two layers were so hard and firmly knit together that tools could break off fragments only with great difficulty. The next layer consisted of a foot of cement and sand covered with a top dressing of gravel. In another road in France the foot layer of cement and sand exchanged places with the layer of cement and traveled stones. A third road in France was examined at a point where it had been raised twenty feet above the level of the surrounding country, and a vertical section revealed a structure of five layers. First came the great fill of sixteen feet and one-half; on top of this fill they placed, first, a foot layer of flattish stones and cement, then a foot layer of flattish stones without mortar of any kind, then a half-foot layer of firmly packed dirt,

then a half-foot layer of small gravel in hard cement, and lastly a half-foot layer of cement and large gravel.

Paved roads were exceptional. An example of paved road is the Via Appia, whose pavement consists of a hard kind of stone, such as is used for millstones. The stones of this pavement are carefully hewn and fitted together so precisely that the road often appears to be solid rock, and has proved to be so indestructible that after two thousand years of continuous use it is still a magnificent road.

Ordinarily, however, the top-dressing of the road consisted of gravel and hard cement; and when, in the countless inscriptions, such and such a governor is said to have restored a given road, reference is made to this top dressing of gravel and cement. The width of the military road was usually sixty feet; the raised center being twenty feet wide, with side tracks each of the width of twenty feet. In some roads the raised center was paved, while the side tracks were dressed with gravel and cement.

The *Viæ privatæ* and the feeders of the military roads were usually dirt roads. They were much narrower than the military roads; sometimes they had a width of only ten feet, and indeed the feeders of the Via Appia were only two feet wide, but paved. The width of Roman roads, all told, varied therefore from two to one hundred and twenty feet.

Milestones were erected along the entire length of the military roads. They were usually columnar in shape, tho the cippus milestone is found frequently. From personal observation I know only the milestones of Asia Minor and Syria. These are round monolithic columns about seven to nine feet high, with a diameter at the base of from two and a half to four feet, but tapering off to a foot and a half at the bluntly rounded top. They are roughly hewn, and inscribed with the name and full titles of the emperor during whose reign the road was built, and the name and titles of the provincial governor, in Asia Minor usually a proprætor, during whose term of office the actual building or repairing was done. Beneath this inscription the distance was engraved, oftenest with no statement as to the place from which the distance was measured, tho sometimes both the starting point and the objective point are given.

The Roman milestones are of great value not merely in order to locate in a general way the line of lapsed and forgotten roads and for fixing the various starting points of the Roman system in such countries as Asia Minor and Syria, but they are also of importance for the reconstruction of provincial or local history, geography and chronology.

In the course of time the road's top-dressing of gravel and cement wore away and costly repairs had to be made by the provincial governor, who, eager to claim all honor due himself, caused the fact of his *restitution* (*vias et pontes restituit* is one of the stock phrases) to be engraved on the milestones. Accordingly, it often happened that this new inscription was engraved directly over or else overlapped the original inscription. Sometimes as many as three inscriptions occupy the same space on the stone.

"All roads lead to Rome!" Therefore, the military roads centered in Rome, and spread out in a vast network that embraced all the provinces of Europe, Asia, Africa, and the islands, such as Britannia, Sicily, Sardinia, etc. Distances along the roads of Italy were, of course, measured from Rome. The central milestone was the *miliarium aureum*, erected by Augustus in the forum. It has been recognized by some in certain remains near the arch of Septimius Severus. But the governmental centers of the provinces were also centers of the provincial road systems, and *miliaria aurea* were erected in all these centers such as Milan (for Gallia Cisalpina), Lyons (for Gallia Celtica), Rheims (for Gallia Belgica), Tavium (for Cappadocia), Melitene (for Armenia), Palmyra (for Palmyrene).

In conclusion it must be remarked that all streams crossed by military roads were spanned by bridges, of which there were three kinds—those made entirely of wood, those made of stone and wood, and those made of stone throughout. Many of the all stone bridges are still in use. Several of them span the Tiber to this day, both in and outside of Rome. Not only this, but Roman bridges are still used by semi-barbarous peoples who, perhaps, have never even so much as heard the name of Rome. A silent, but eloquent, reminder of Rome's solicitude even for her most distant provinces is the noble Roman bridge at Kiakhta, in Kommagene. Every stone of the defiant old bridge is vocal, telling in pathetic wise of the inevitable passing of human glory, pomp and power.

AMHERST, MASS.

BERNARD GILLAM, one of the most famous cartoonists of the day, and part proprietor of *Judge*, is dead. He was not forty years old, tho his pictures have appeared for the past fifteen years in the publications of Frank Leslie, the *Daily Graphic*, *Harper's Weekly* and *Puck*. An Englishman by birth, he was educated in the public schools of Brooklyn, and then entered a lawyer's office; but a bent toward drawing, which ran in his family, was not to be suppressed, and he easily turned from law to picture making. The famous picture of Mr. Blaine, as the tattooed man in *Puck*, was from his pen.

THE GREATER NEW YORK

BY C. H. PARKHURST, D.D.

AT the date of this writing (January 27th) the joint committee of the Legislature is out on its circuit, holding sessions which have it for their ostensible object to learn the attitude of the popular mind touching the union of the two cities of New York and Brooklyn. There seems considerable likelihood that such union will sooner or later be effected. On many accounts it would be natural that two contiguous cities, that are in so many respects identical and that are so variously and snugly interlaced, should become mutually incorporate, altho there appears to be no urgent need of crowding the matter or of carrying into precipitate effect the as yet only half-matured judgment of the three million people that are the ones most directly concerned.

Whatever elements there may be in the case calculated to produce hesitancy or even to excite suspicion, one can hardly speak in terms of too great admiration of the faithful and indefatigable work which has been done by the Greater New York Commission under the devoted leadership of Mr. Andrew H. Green. No one seems disposed to question the thoroughness of his treatment of the question or the integrity of purpose with which his action has been animated; and we believe he will live to see the fruit of his labors and the satisfaction of his hopes.

While this may be the destiny toward which the history of these twin cities is moving, we deprecate everything that has the appearance of crowding or of impatience on the part of those officially concerned in the matter. We regret that some experience with legislative behavior leads us to suspect our legislators of impure motives whenever they betray symptoms of anxiety to take legislative action. It is not quite clear why our lawmakers at Albany were so prompt in getting at the Greater New York matter. It had been prognosticated that they would pounce upon the consideration of the question as soon as the session opened, and they did. Perhaps I have grown abnormally suspicious, but some interesting clews that I have been able to get upon as explanatory of legislation in previous years lead me to feel that if the entire history of Albany performances for the past dozen years could be uncovered no one could observe the alacrity with which our present Legislature sprang to the contemplation of our great metropolitan problem, with all its opportunities for deals and perquisites, without suspecting that that alacrity concealed within itself a considerable amount of unconfessed mischief.

It appears to be supposed that the chairman of that joint committee is working more in the interests of consolidation than in the interests of finding out what Brooklyn thinks of consolidation. There is in him little of that judicial poise of mind that prevents his processes of investigation from becoming either a process of prosecution or of defense. He is by nature an advocate, not a judge. He can load one of the scales but cannot calculate the avoirdupois. He was distinctly charged with that while conducting a session of his committee in Brooklyn the other day; and the most that he seems to have been able to reply was that it was not gentlemanly for anybody to talk to him in that way—which was rather a pretty thing for him to say but not particularly impressive.

If the intentions of its chairman in any considerable degree dominate the committee, the outlook is not hopeful for such Brooklynites as are anti-consolidationists; for the chairman is the same Lexow that led the Albany Senators a year ago in resisting and even in sneering at the demands of the people in this city when, through the agency of reiterated mass meetings, we were imploring the enactment of measures looking to the reorganization of the police force. The wishes of this city produced no more impression upon him than tho they had been poured upon the auditory nerve of an adder. It seemed to make no difference to him what we wanted if it was not what he wanted, or if it was not what was wanted by the mentor from whom he took instructions.

New York City does not appear to be passionately concerned about the question either *pro* or *contra*, and across the river there are indications of a growing opposition to consolidation. It is a matter of far more immediate concern to that city than to our own; and if its citizens are not allowed the opportunity to express their views of the matter again at the polls it will be generally interpreted by the outside public as having been a masterly and outrageous stroke of bulldozing. It is apparently and naturally regarded by stanch Brooklynites as being not so much a scheme for the union of New York with Brooklyn as a scheme for the union of Brooklyn with New York; in other words, as being not so much a matter of consolidation, as of absorption on the part of the larger city. Brooklyn will by the process part with its municipal identity. There will be more New York than there has been but a great deal less Brooklyn. It has been claimed that the opposition of loyal Brooklyn people is more in the nature of sentiment than of reason. Well, however that may be, it is a good deal of a piece with the feeling which the lamb has in being swallowed by the lion. It may be a very honorable thing for the lamb to be allowed free passage through the maw and down into the inwards of the lion, and to become by process of assimilation part of the flesh and bones of the king of beasts; but nice as it will be to become lion, the poor little creature has a natural and rather commendable reluctance to the idea of ceasing to be lamb. It may be mere sentiment on the lamb's part but is eminently a reasonable sentiment if the entire situation be taken into account.

We should, many of us, like to see the consolidation of the two cities effected; but there is a certain American instinct of fair play that makes us shrink from taking advantage of Brooklyn's helplessness, and doing it simply because we would like to see it done and because the Legislature has the power to do it. If it is going to be a genuine act of voluntary marriage on the part of the two contracting parties, we shall be glad to be present and to participate in celebrating the nuptials; but we have a little different feeling about a rape from what we do about a marriage. That may be an evidence of sentimentality and squeamishness on our part, but proceeds naturally from the way we have been educated.

However advantageous it may ultimately be to each of these two cities to be combined, it does not seem to us that either of the two has as yet a municipal character sufficiently established to make the experiment a safe one. The reform movement is in progress on both sides of the river, and is of sufficient vigor to augur well for the future if there is not too great a change made in the conditions under which it is being promoted; but neither here nor in Brooklyn can reform be considered yet as a fixed and guaranteed fact. It is necessary to feel that until Tammany in this city has had its vitals struck into far more deeply and fatally than has yet been the case any man in Brooklyn who cares for the righteous administration of his own section of the proposed Greater New York would be a fool who advocated consolidation. A three-million-population Tammany will be a harder beast to strangle than a two-million-population Tammany. Such a change would recast the entire situation, would interrupt plans of municipal betterment that are now in progress on both sides of the river, would issue in welding into a single ring the two corrupt rings that are being maintained in New York and Brooklyn respectively, and, as it now looks, would throw back for many a tired year the progress of the general cause of municipal reform. Political sharpers here would combine with political sharpers in Brooklyn, but the decent people would not combine. Sinners pull together, saints pull apart. It was sheer optimistic bravado that prompted a Brooklyn gentleman, last week, to testify before Mr. Lexow's Committee that he did not care for Tammany, and that if the two cities were consolidated he would come over and help suppress Tammany. It is exceedingly kind of him, but for some time to come he will probably find sufficient suggestions of Sodom surviving in his own midst to embarrass his intentions of exterminating the remains of Gomorrah lingering at the other end of the bridge.

It is safe to predict that the Tammanyism which exists in the Republican Party will combine with the Tammanyism of the Democratic Party in support of the scheme of consolidation without, however, their allowing their sympathy with one another in the matter to become so evident as to excite much attention, or even suspicion, among decent people in either city. Mr. Croker's heart beats in close pulse with the analogous organ in the bosom of Mr. Platt; but they are not in the habit of inviting notice to the fact of the synchronism. It would hurt Mr. Platt's influence to have it generally understood that Mr. Croker is his accomplice; and in the estimation of most of those who read this article it would probably just about as much hurt Mr. Croker's influence to know that Mr. Platt was *his* accomplice. Tammany politics are like the green-goods business in this respect, that the "sucker" can be played to better effect if he has no suspicion of the understanding which exists between the bunco man and the "trailer." As a general rule, it is pretty safe to discount appearances. A genius for being duped constitutes three-fourths of the capital stock upon which both gamblers and "practical politicians" depend for the successful prosecution of their business.

NEW YORK CITY.

THE PRESENT STATE OF EUROPE.

BY GEORGE WASHBURN, D.D.,

PRESIDENT OF ROBERT COLLEGE, CONSTANTINOPLE.

THE events of contemporary history can never be fully understood by those who take part in them, and no statesman can foretell with certainty what course they will take in the immediate future; but I believe that there is a general impression among thinking men in Europe that we are approaching a great crisis in the world's history. It is certainly within the bounds of possibility that this year may see the great Christian nations engaged in a universal war. I am by nature and choice an optimist. I like to find out the good rather than the evil in men and in nations; but a man must either shut his eyes or fall back upon an unwarranted faith in God to be an optimist in Europe to-day—so far as the immediate future is concerned. There is wealth and culture here as well as poverty and ignorance—nobility as well as meanness. There are servants of God

as well as slaves of Mammon: but taking the nations as a whole, with their rulers, judging them in the light of their national life and their public policy, nothing could be more hopeless than the present state of Europe. A year ago we might well have hesitated before using such strong language; but now God, in his providence, has tried and tested these nations by a call so clear and unmistakable that their answer to it was of necessity a choice between God and Mammon—a determination of their own character; just such a call as comes to every man who hears the words of Christ, and, in accepting or rejecting him, determines for himself his position in the spiritual world.

The events which have taken place in Turkey during the past year have forced each one of the great Powers to decide whether it would act in view of its own selfish, political interests or of the demands of humanity, justice and Christian sympathy. There was no doubt about the facts, or the responsibility, or the duty. There was no question of ability. Yet they each and all chose to sacrifice half a million of their fellow-Christians to their own selfish interests. Has the world ever seen such a spectacle before?

They are not all equally guilty. It may not be possible to determine the exact responsibility of each of the Powers, but certain facts are clear. So far as the people are concerned, it is only in England that there has been any general interest in the fate of the Armenians or any recognition of any responsibility for what was going on in Turkey. With rare exceptions, the newspapers on the Continent have either ignored the subject, or defended the Turks, or made it an occasion for abusing England. The speculation in South African gold mines has excited ten times as much interest as the Armenian massacres; and, as far as we see, it would not have roused any excitement if the whole Christian population had been either killed or forced to become Moslems. If Nordau had written his book a little later he would have needed no other evidence than this of the degeneration of European people and the general prevalence of egomania. This is also a happy illustration of the "altruism" which scientific unbelief has substituted for Christianity, as the basis of personal and national morality, which practically means that everybody should make sacrifices for us and that we should make sacrifices for nobody. It is perfectly plain that the civilization of Europe is rotten to the core; and if we can learn anything from the lessons of history, it must pass through the throes of death before it can rise again to a new and higher life. If it were only the Governments which were corrupt the people might rise in their strength and overthrow them; but with a degenerate people there is no hope.

The action of the different Governments at Constantinople, except in the case of England, has not been influenced in any way by public opinion at home. The most despicable of all has been the policy of Germany, which has been ostentatiously opposed to all intervention. The Emperor's sympathies have apparently been altogether on the side of the Sultan, altho it is probable that his real motive has been the desire to win the favor and alliance of Russia. His whole policy at home and abroad seems to be directed to this end, and his diseased mind leads him to out-Herod Herod, in doing what he thinks will be the wish of Russia. He even runs before he is called, as he has in this case, for Russia has all along made a pretense of acting with England. Had she acted in real and hearty sympathy with her for one week the massacres of October and November would never have happened. She has ostensibly condemned the Turks, but of late has given England to understand that if she attempted to force the Dardanelles she would find the Russian fleet acting with Turkey. Her object has been, first of all, to prevent an English or general European occupation of Constantinople, and if possible to get the Powers to consent to a Russian occupation. France has had no independent policy in the East for several years, and in all cases follows Russia as a blind man does his dog. She has, in this case, abandoned the policy of centuries and allowed thousands of Catholics to be plundered and massacred withqut lifting a finger to defend them. Austria would have been willing to act in concert with the Powers and favored such action, but would run no risks of offending Germany and Russia, or of endangring her claim to Macedonia. Italy was anxious to intervene and ready to act with England alone; but she made no secret of the fact that it would be in her own interest and not because she cared for the Armenians. It would be with a view to securing a slice of the Ottoman Empire.

The English Government, a year ago, after the Sassûn massacres, fully recognized the fact that, more than any other Power, it was responsible for the good treatment of the Christian subjects of the Sultan, who owed his throne to its repeated intervention in his behalf. It invited Russia and France, as the two Powers most interested in Asiatic Turkey, to join in securing the fulfilment of the promises made at Berlin for the introduction of reforms in Armenia. From that day to this England has played fair and done what she believed to be her best to defend the rights of the Armenians. She has given up her traditional policy and been ready to dethrone the Sultan or to divide up the Empire if necessary; and she has sought for no compensation. She has been ready to act with Russia and France, or with all the Powers, or alone, if the other Powers consented. Yet she has done nothing to help the Armenians. What she has done has been a curse to them. What she has lacked has not been good will but the courage to face all Europe with no ally but Italy. The Liberal Government was a weak and divided one, and it died a natural death at the moment when the English fleet, which was lying just outside the Dardanelles, ought to have been sent to Constantinople. Then came an interregnum, and the opportunity was lost, never to return. Whether Lord Rosebery would have had the courage to act alone, if he had remained in power, is a question which can never be answered.

The Conservative Government took up the question and pushed it with vigor until, in October, the time came again for decisive action. I believe that Lord Salisbury had intended to improve this opportunity to act either with or without Russia and France. Had he done so I believe that he would have saved the Armenians, reformed the Government of Turkey, and raised England to a higher position of influence than she has held for forty years; but he might have lost some ships, and he might have brought on a general European war. It was a call of honor and duty; but he did not dare to face the dangers involved, and took refuge in a European concert to do nothing. Since that time it has been practically impossible for England to do anything. No doubt he will explain and defend his inaction when Parliament assembles. What we know already is that he had to face the difficulty with the United States, which had not then reached an acute form; that he knew of the desire of the Emperor of Germany to pick a quarrel with England, and that France and Russia would protest and might take sides with Turkey. The dangers were real and serious; but with the call of duty on one side and danger on the other, if there had been faith in God and the Right he would not have hesitated to go forward. The moral influence of such action as this upon the people of England would have been incalculable, and to some extent at least it would have reacted upon Europe. That it has been lost is probably a greater calamity to the world than the destruction of the Armenians.

That Europe will suffer as much or more than Turkey for this great crime there can be do doubt. And like all God's judgments, it will come in a natural way, in a conflict of those selfish interests which the nations worship, and great wars, or in the rapid degeneration of the people and internal strife, or perhaps both together. If it were not for the vital force which there is in Christianity we might expect a gradual relapse into barbarism; but there is an invisible kingdom of God in Europe, which can never die, and out of it there will come some day a new and better Europe, which will worship God and not Mammon.

The present hope of the world is in America; but we have more reason to fear than to boast. I know both countries very well, and I should not like to say that the standard of morality and Christian living is any higher in America than in England, or that the worship of Mammon is more frantic in London than in Chicago, or that our courts administer justice more fairly and surely than hers, or that our moneyed aristocracy is of purer morals or more unselfish spirit than her hereditary nobility. But we are freer to choose our own way. We are not bound to Europe to sin with her and suffer with her. We have no millstone of a vast colonial empire tied about our necks. We have no traditional ambition to rule the world. We have less temptation to do evil. We feel the influence of the degenerate civilization of Europe and her blind revolt against Christianity. We have not escaped some taint of it ourselves, but as a nation we have made no final choice of evil. I thought we had a month ago when I read the President's Message and heard of the enthusiastic cheers which went up all over the land at the prospect of war. That a war between England and America would lead at once to universal war no one can doubt who knows the present relations of the European States; and that we should kindle the flame that was to bring destruction upon Europe and plunge into it ourselves to share her fate, seemed to me the end of all hope for the present generation and for many generations to come.

I am glad to belive that I was mistaken, that the President did not mean what he seemed to say, that the cheers for war were only an unhappy way of expressing our patriotism, and that we are still free to purify and ennoble our own civilization and to take up and carry through the world the torch which has been thrown aside by Europe, with the message of peace and good will to men.

THE PROPOSED EXCAVATION OF CORINTH.

BY PROF. RUFUS B. RICHARDSON, PH.D.,
DIRECTOR OF THE AMERICAN SCHOOL AT ATHENS.

CORINTH is, perhaps, the most promising place in Greece for excavations, now that Olympia, the Athenian Acropolis, the Argive Heræon, Epidauros, Delos and Delphi have been taken. The American School of Classical Studies at Athens has just secured from the Greek Government the privilege of excavating at Corinth; and altho our beginning is to be with scanty means, we shall by working for several years reap a good reward for our labor. An exploration of the grounds on which we base our hopes may be here permitted, and this will lead us to bring before our minds a picture of what Corinth was.

It was, if not the very largest and richest city of Greece, at least *one* of the largest and richest. In the earliest times it was prominent. The cities which eclipsed it in the blooming period of Greece, could not point to two such colonies as Corcyra and Syracuse, which stand at the head of a list of noted Corinthian colonies. Again, when the Greeks made their last stand against Rome, it was around Corinth as a standard bearer that they did it.

But while Athens and Sparta and Thebes were writing out a record of glory on battle-fields, Corinth was devoting itself to being prosperous, devoting itself to trade. I s history presents some strange antitheses. Its soil being poor, it was led to seek the wealth that came from commerce. Being shut in by mountains to the north and south, and by the sea to the east and west, its very confinement made it seek the broad sea for its domain. Or, without dwelling on these antitheses, we might better lay stress on the immense and unique advantage which Corinth possessed in lying on two seas, her ships sailing from one harbor, Lesbaion, directly to the western islands, to Sicily and Magna Græcia, and from the other, Cenchreæ, to the shores of Asia Minor and the Black Sea. She was both driven and drawn to a maritime career.

After the Persian had been driven out Corinth set up the "shrine of luxury and pride," and the "muse's flame" died out. She not only produced no Epaminondas but no Pindar. Indeed, she made no contribution to Greek literature, either poetry or prose, after the epic period, in which she was represented by Eumelas. Bright, pleasure-loving Corinth showed to the world no plain living and high thinking, but did throw around the gospel of enjoyment which she preached such grace and refinement as to make it seem almost admirable, compared with Spartan abstemiousness.

Art and industry bloomed along with commerce. The fame of Corinthian bronzes and Corinthian vases filled the world. "The lust of the eyes and the pride of life" were encouraged and found plenty to feed upon. Aphrodite reigned from Acro-Corinth, and to her sweet sway the city resigned itself. To "Corinthianize" became a proverb. Strangers visiting Corinth—and they come in crowds—yielded to the delicious intoxication. Abstemious merchants, caught by the contagion, found themselves suddenly parting in one day with the gains of a whole year. "It was not safe for every man to go to Corinth." And then was not Lais there to beguile even the very elect? It is said that even the cool-headed, cold-blooded, water-drinking Demosthenes was for a moment half ready to purchase at her hands "remorse at a high price."

But according to Corinthian tradition Poseidon was entitled to share with Aphrodite the rule of the city. It was galling to the Corinthians, with this tradition before their eyes, to feel the Athenians, whose city they could see from Acro-Corinth any day, acting more and more as if they themselves were the veritable sons of Poseidon. At first, with sufficient friendliness, they, the first inventors and builders of ships of war (strange chance!) provided the Athenians with ships enough to cope with Ægina. Corinth could not then read in the stars that it would be Athens rather than Ægina which would drive her from the sea. At last it came to a struggle for existence, and the cause of the Peloponesian War in a nutshell was the desire of Corinth to live. We read in Thucydides a reflex of the Corinthian's plea to sluggish Sparta: "Save us or we perish." That they realized the exact nature of the stake is shown by their subsequent plea to Sparta to make a full use of the final victory and totally destroy Athens. Sweet sister States! Sparta, however, spared Athens, which soon became the head of a second naval confederacy, and Corinth was more and more circumscribed on her own element. But she went on building temples and making statues, turning everything that she touched into shapes of beauty.

If the Corinth of that time could have been blotted out by an earthquake or a pestilence, and left waste until now, it would seem almost unfair to excavate its site, because it would be impossible to avoid finding a temple at least once a week and a statue more frequently than once a day. We should learn all about Greek antiquity in one excavation campaign. It would seem like a hunter's shooting tame birds that come to light on his gun-barrel. But this is not the city that we are about to seek. This Corinth, perished not by the hand of God, but by the "tender mercies" of the Roman soldiers. Not realizing the power of Rome, the Corinthians treated some Roman ambassadors, bringing Rome's ultimatum to the Achæan League "rather haughtily" (*superbius*), as Cicero says. As we learn from Strabo, it went to the point of throwing mud. Mummius, then came and "pacified" Corinth, as Cæsar afterward "pacified" Gaul, only rather more so. Roman methods were not very different from those now in vogue in Asia Minor. Mummius put most of the men to death and sold the women and children as slaves. The city was totally destroyed by fire. When Cicero spoke the Oration for Pompey there was no Corinth. He can say: "Your fathers willed it that the eye of all Greece should be put out" (*totius Græciæ lumen extinctum esse*). The world has heard with pity the story of bloody Roman soldiers throwing dice on priceless paintings among burning buildings and throngs of captives too delicate to endure their hard lot.

But had Corinth been left a desert even after this so-called "total destruction" and after the exportation of statues to Rome by the shipload, we should still have had a place for excavation better than Olympia or Delphi. Where there was so much it was impossible to destroy or carry off all. The worst thing, however, which could happen from the archeologist's point of view did happen. Julius Cæsar, who rebuilt Carthage, rebuilt, also, Corinth a century and two years after its destruction. Then it was that the new settlers, mostly freedmen, filled the market of Rome with statues and vases exhumed from the ruins and from graves, not one of which, according to Strabo, did they leave unransacked. The new colony grew into a flourishing city, as it needs must do from its situation. It became the capital of Achæa under the Romans, and is best known to the Christian world as the place where St. Paul, like his Roman namesake, *animæque magnæ prodigum*, lived and labored, and most of all loved. "Love never faileth."

We are to seek this newer city of Julius Cæsar and St. Paul, which cannot fail to have an interest in itself. But in regard to the hope of finding something of the older city the case is not so bad as might appear at first sight. Certain it is that the well-known Temple of Corinth, with its seven standing columns, is a living witness that one at least of the oldest temples survived the "Roman fury," and served as a temple in the new city. It shows traces of refitting, and a century ago had twelve columns standing upright. Its final destruction is doubtless a matter of not very remote times. Pausanias, the traveler of blessed memory, who visited Corinth two hundred years after its refounding, mentions so many temples and old statues, some of them old wooden xoana, that one might almost think *nothing* had been destroyed. There is great hope that some of this material described by Pausanias may be found. The conditions are favorable. The earth constantly coming down from the slopes of Acro-Corinth has kindly covered up much of the lower city from three or four to ten feet deep. This, while enough to warrant the hope of preservation, is not too much for patient labor to clear away a considerable space for a moderate outlay, and to show up some things

which are now protruding from the soil. At Thebes, for example, the earth lies so deep around the Cadmeia as to cause discouragement in a higher degree than hope. Also favorable for excavation is the fact that the modern successor of Corinth was nearly destroyed by an earthquake in 1858, and, consequently, we have now no houses to buy, as was the case at Delphi. When we once get fairly on the track of old Pausanias the work will become very exciting; and it is not unreasonable to suppose that we may have a training school for young American archeologists for the next five years, such as the Germans had at Olympia.

We have the best wishes of the Minister of Education, Mr. Petrides, in whose department the work of excavation falls. As he is from Corinth, he feels a warm interest in the work—an interest shared by his most intimate friend, the demarch of Corinth. These men belong to New Corinth, a city of 5,000 inhabitants founded on the shore of the Corinthian Gulf, five miles away from the old site, after the earthquake of 1858. But the priest of the little remnant of Old Corinth, a village of about 400 inhabitants, whom we may call the successor of St. Paul, is also very much interested, and has his own ideas of how things lie under the soil.

When my colleague, Professor Wheeler, and I went, a few days ago, to examine Corinth with a view to excavation, we sat up late with the priest the night before the Greek Christmas, which comes twelve days later than ours. This successor of St. Paul was to conduct a two hours service the next morning, beginning at two o'clock, and seemed to be "in the spirit." He brought out his New Testament, and we read together much of the first Epistle to the Corinthians. On this spot the words of St. Paul seemed clothed with a peculiar nobility and sacredness, as, for example, when we read: "All things are yours, whether Paul, or Apollos, or Cephas, or the world, or life, or death, or things present, or things to come, all are yours." And when we read the pean in praise of love, the priest lapsed into musing and kept repeating to himself in Greek: "Love does not fail." Then thinking, doubtless, partly of the "tongues of men and of angels," and partly of the difficulty which we were experiencing in conversing with one another, and having his mind filled with Pauline phraseology, he kept saying to himself: "One tongue, one tongue, one Lord, one faith, one hope, one tongue, one tongue." We lay down to rest in his house and heard him go to the church brimful of the thoughts of first Corinthians. He must have fed his flock that morning with something more than the stale crumbs of a formal liturgical service.

ATHENS, January 10th, 1896.

OUR WASHINGTON LETTER.

BY JANET JENNINGS.

MISS SUSAN B. ANTHONY is within a fortnight of her seventy-sixth birthday, tho she looks not a day above sixty. The great leader of the suffrage cause has been coming to Congress every year, for the past thirty years, in behalf of suffrage for women. But the other day, when she stood before the Judiciary Committee of the House of Representatives, she spoke with the same vigorous directness and clear understanding that marked her unanswerable arguments thirty years ago, and with far more grace of manner; for Miss Anthony is growing old gracefully. Under her leadership the cause of suffrage has passed the line of aggressive warfare, and there is no longer need of defensive tactics. The soft gray hair, no grayer than in the past dozen years, is worn smooth and low, quite in the fashion of her young womanhood, half a century ago; and the strong, always kindly face, has a sweet serenity, born of the promise of hopes fulfilled, in the most unselfish lifework one woman ever gave for all women. What a long, hard, rough road it has been—to educate public sentiment from the intolerance of ignorance, bitter opposition, ridicule and contempt, up to the tolerance of enlightenment, respect and co-operation. How Miss Anthony has made the long journey, not once swerving to the right or to the left, American men and women are beginning to know; and it can be but a few years at best, when, as they are now proud to say, there was but one Abraham Lincoln, one Frederick Douglass, they will be proud to add, and but one Susan B. Anthony.

There is nothing more beautiful in Miss Anthony's life than her personal relations with young people—the love and loyalty of young women, and the respect and deference of young men. There is no tact, no magnetism, no captivating address, at the bottom of it; but it is the marvelous attraction of a plain, gray-haired woman, who retains the fervency of youth, in healthy enthusiasm and a keen sense of the ludicrous, along with the wisdom and dignity of age. Young women go heart and soul into the suffrage work because they believe in Miss Anthony first, and their understanding comes afterward. There is a certain comradeship and tenderness in their ever-present wish to shield her from rough places that is even stronger than the mature friendships of older people. In reply to the wish so often expressed, that she at least might live to vote, Miss Anthony said, a few days ago:

"Oh, I do not care whether I vote or not. But I want the right to vote. I want women to have the right to vote."

Miss Anthony may not live to realize her desire to the extent of universal suffrage for women. But her life is rounding up with a great work in the infinitely better conditions of women, their advancement in professions, industries, and everything, broadening their sphere—a great work, never for a moment lost sight of, but carried along from first to last with the suffrage question, and the logical outcome of its constant agitation. And more than that, she has lived to see the woman suffrage cause, once a thing despised and scorned by a Washington audience, scarcely restrained from mob violence within less than a quarter of a century, now a fashionable idea in Washington society. Tho a plain woman, still holding in many things to Quaker simplicity, it is Miss Anthony, more than any other, who has brought about this wondrous change in the social aspect. She had the wisdom to see that the suffrage question would work out its own salvation, and the patience to wait until society women were ready to think. It was a large field, left to home missionary treatment; for Miss Anthony held herself and fellow-Suffragists strictly to non-interference. But every fashionable house opened to entertain them she counted as another step gained in establishing the suffrage cause on a social basis. It was the only way, and withal a delightful way, to bring together women who believed in suffrage and women who had a horror of it, or, more fatal still, never gave it a thought; and it was something of a co-education, relaxing the "strong-minded" tension on the one side, and on the other teaching the lesson that the well-bred woman in the suffrage ranks in nowise differs essentially from the well-bred woman in the "social swim."

Among the most elegant entertainments ever given in Washington were given a few years ago by Senator and Mrs. Palmer, of Michigan, who entertained the whole Suffrage Convention at an evening party, and Senator and Mrs. Stanford, who gave a tea equally elaborate. Senator and Mrs. Palmer and Senator and Mrs. Stanford were avowed Suffragists. But only those who have watched the growth of suffrage sentiment in Washington could appreciate the far-reaching influence of such social curtesies. They were, and very properly, in honor of Miss Anthony and Mrs. Stanton, to meet whom the most distinguished people in diplomatic and official circles were asked. But each entertainment was just what it was intended to be—a direct recognition and approval of the suffrage cause—and they were worth more than campaigns or documents possibly could be. "If society people will not come to us, we must go to them," said Miss Anthony. So it has gone on, slowly but none the less surely. And now it is Mrs. John R. McLean who never loses an opportunity to show her affectionate regard for Mrs. Stanton and Miss Anthony, and do honor to the suffrage cause. I do not pretend to say when Mrs. MacLean became a convert. Some of her friends suspect she was a Suffragist at heart long before she acknowledged it even to herself. I fancy, however, that Mrs. McLean knew just how to reach her ultra-fashionable friends, and that to alarm them by pronounced manifestations, one way or the other, would retard rather than advance the cause of suffrage. The average woman of tact and wealth may be a social leader, but she must needs be a woman of thought, earnest purpose and independent action to play the rôle of suffrage missionary in the "smart set" of Washington society. Mrs. McLean possesses these qualities in large degree, added to which is the nice discretion that enables her to do the right thing at the right time, always as if it simply happened so and never planned beforehand, thereby disarming any would-be critic looking for a motive.

It is about eight years since Mrs. McLean began to entertain Mrs. Stanton and Miss Anthony, first at luncheons or dinners, as best suited their time when holding conventions in Washington. The other guests were not staid and settled women, who, by years at least, might be supposed to have something in common with the suffrage leaders. On the contrary, Mrs. McLean made it a point to bring together the youngest and gayest matrons, and girls in their first season out, whose lives, apparently, were filled with nothing more serious than the round of social pleasures. It is not strange that even the butterflies of fashion should feel the power of Mrs. Stanton's and Miss Anthony's personality, and through the gracious hospitality of the clever hostess, unconsciously imbibe more or less of suffrage sentiment, which, later on, made them ready to think. Nor is it strange that some of Mrs. McLean's converts have become her valuable allies in the cause, among them Senator Cameron's beautiful wife, who makes no secret of her conversion. A year ago Mrs. McLean came out openly, and "showed her hand" by giving a magnificent entertainment to the women of the National Council. Again during the recent convention of the National-American Woman Suffrage Association, she cleverly made the occasion of a luncheon in honor of Mrs. Grant's seventieth birthday an honor also to the suffrage cause, by following the luncheon with a charming reception to the Suffragists, who were asked to meet the widow of the great soldier and President. Miss Anthony divided the honors of the day with Mrs. Grant. At the luncheon, Mrs. Grant sat at the head of the table, with Mrs. Beale, mother of the hostess on her right, and Mrs. Washington McLean, mother of Mr. McLean, on the left. Miss Anthony sat at the opposite end, with Senator Brice's wife on her right, and Senator Lodge's wife on her left. The other guests were Chief Justice Fuller's wife, Justice Field's wife, Mrs. Carlisle, Mrs. Reed, wife of the Speaker; Senator McMillan's wife, Mrs. John W. Foster, Mrs. Bancroft Davis, Mrs. Julian James, Representative Hitt's wife, Mrs. Sartoris, Mrs. Wells, of Boston, a guest of the house; Representative Wadsworth's wife, Mrs. Huidekoper, of Philadelphia; Miss Schenck, daughter of the late General Schenck; Mrs. Heath, Mrs. Butler, Mrs. H. B. Warder and Mrs. Scott-Townsend. The table flowers were superb callas, in vases along the center, while around the whole length of the table was a garland of smilax and pink carnations. No change was made in the table, except that at the reception light refreshments were served. The dining room opens into the picture gallery, which holds among its many art treasures, Bodenhausen's "Madonna." Here Mrs. McLean received the guests from the Convention, who were presented by the Rev. Anna Shaw, and then passed on to the middle of the room, where Miss Anthony introduced them to Mrs. Grant. In more than one instance Mrs. Grant had the pleasure of renewing an acquaintance formed in the days when she was mistress of the White House. It was altogether delightfully informal, with something of festivity in old-fashioned airs, played by an orchestra from the Marine Band, the music floating softly down from an alcove above the stairway. Mr. McLean came in, and joined in his wife's graceful welcome to the guests.

However much Mr. McLean, like many men at this time, may doubt the political expediency of suffrage as a party measure, he is, nevertheless, in full accord with his wife. I do not mean to say as a matter of fact that he takes this political view of suffrage, but many men do, who are well known to be Suffragists. For example, Representative Henderson, Chairman of the Judiciary Committee of the House of Representatives, before which Miss Anthony and her fellow-workers had a hearing, last week, declared there was no need for his conversion to the cause, for he had been a Suffragist all his life. But General Henderson doubts if the Republican Party would be equal to the responsibility, and he prefers to take no risks—at least not until "all the women of the country ask for suffrage." As an objection, this had little weight with Miss Anthony, who said all the Negroes did not ask for suffrage—few of them knew enough about it to desire it. If women were indifferent, it was because they did not know any better. But once having the right of suffrage they would learn its meaning and appreciate its advantage.

A new argument, and one that evidently impressed the Judiciary Committee, as it certainly did the audiences at the recent convention, was the object lesson afforded by the delegates from Wyoming, Colorado and Utah. There could hardly be a better refutation of the well-worn but frequently put objection to suffrage, that it would degrade women rather than elevate men, than the womanly women from those three States, where men and women possess the equal right of suffrage. It was plain to see that they were women of culture and refinement, with a breadth of thought and knowledge of affairs, acquired by a patriotic and conscientious interest in the well-being of their States. Their testimony as to the way things are done "out West,' where women vote, was decidedly interesting, especially when they said it was the men themselves in Wyoming, Colorado and Utah, who saw to it that the polls were made decent, respectable places for women to go to vote. In Denver, the largest voting place in the three States, caucuses are held in the drawing rooms of the finest houses, instead of under the shadow of the saloon, as formerly, when women had no part in them. So it would seem that the mothers, wives, daughters, sisters, cousins and aunts of the men in Wyoming, Colorado and Utah are in no danger of being degraded by voting; but, on the contrary, the men are in a pretty fair way to be elevated by their political association. Of course nobody was more gratified than Miss Anthony, who at times kept the Wyoming, Colorado and Utah delegates well to the front, with the pardonable little air of, "I told you so."

At no former convention has the new and younger element been so marked. Tho the result largely of new State organizations formed in the past year, there is, nevertheless, the inevitable change to face in the passing of the pioneers, whose places sooner or latter must be filled by new figures in the field of action. As they drop out one by one, Mrs. Stanton, whose eloquence was a power at every convention for twenty-five years, but now is heard only through her pen, is missed more and more. Miss Anthony alone seems to have taken a new lease of life in physical strength and mental hopefulness. She will go out to California again for another all summer campaign, accompanied by the Rev. Anna Shaw, who was with her last year. Miss Anthony says California is now the most hopeful State in the Union for suffrage work, because the women of California "know just enough to know that they don't know anything," and they want Miss Anthony to come out again.

Fine Arts.

THE PENNSYLVANIA ACADEMY EXHIBITION.

BY SOPHIA ANTOINETTE WALKER.

IN this sixty-fifth annual exhibition, the Pennsylvania Academy proves itself for the second time the best exponent of current American art. Among the various causes which co-operate to secure this result we count an efficient, generous and enterprising management, extensive and well-lighted galleries, a home support not dissipated among various parallel exhibitions, and the intelligent interest in art of rich men of the city, exhibited through prizes amounting to more than seven thousand dollars. Of this sum only the Temple trust fund is available for the encouragement of all three branches of the fine arts represented here, while the Gold Medal of the Academy is intended for painters and sculptors only "in recognition of high achievement"; hence the emphasis of the exhibition is laid upon painting which has responded magnificently, the collection being undoubtedly the finest since the World's Fair.

Here are gathered the clever and the strong; the men who are played upon by sensuous beauty, and the men who use educated technic as the servant of elevated thought; the impressionable and the impressionist (this word not being used in its accepted sense); and it is cause for thankfulness that the highest honors have gone to men of noble, high ideals.

Mr. Abbot H. Thayer, whose "Charity" received the Elkins prize of $3,000, is not, perhaps does not choose to be, clever; his brush is tentative, his color is often cadaverous, his drawing is faulty; for he sets his affections on things hard to attain and his intention transcends its visible symbol. "Charity" is a tall, standing female figure clothed in white (come from the border world between maternity and divinity), two babies, a boy and a girl, standing by her, placed almost symmetrically. The foliated tree-trunk which forms the background behind her figure widens over her head for the branches which do not come into the picture; there is a touch of sky and distant landscape, and there is a suggestion of orchard grass under their feet. "Charity" stretches out protecting arms; but they are high above the babies, who do not realize her protection; she is there behind them; but they are quite self-

reliant and free to develop their own energies. How noble, pure and stedfast she is! How endued with power and poise! The grass under their feet rounds away, a miniature world, with the great unknown of shadow all about them. It will be seen, if this attempted description is at all clear, that the picture is intended to have a decorative symmetry and balance which have been well carried out in the architectural character of the frame.

The second Elkins prize of $2,000 goes to a "Girl with White Azaleas," by Mr. Edmund C. Tarbell, of Boston, instructor in the Art Museum School, a much younger man than Mr. Thayer, who is working through impressionism into fine decorative feeling. A fair girl, with sweet, rapt expression, clothed in white, with pearls about her neck, stands upon white, against a light gray background, with white azaleas in a tall jar by her side and in her hand. It is an extremely difficult and successful tone study, and its triumph is the texture and brilliancy of the white azaleas against the white gown.

The medal of Honor goes to Mr. Winslow Homer for three marines, "Northeaster," "Stormbeaten" and "Wood's Island Light by Moonlight." They need big, orotund adjectives to describe them. They are truly and definitely original, superb, magnificent, and, best of all, American! In the first canvas, the sea churns white as paint against the slanting reef at the extreme right, and at the left it bellows high in air, thrown upward like a pillar of white cloud. On the slanting reef of purple and iron-hued shale, two sailors in oilskins are cramped to the rocks. Perhaps there is a ship to be helped behind that beautiful, pitiless, green and gray wave wall! In the third canvas, belonging to Mr. Thomas B. Clarke, the eye learns to distinguish at the far end of a promontory on the horizon line, a red beacon light for those far stars of distant shipping. In all three pictures every individual brush-stroke is as rich in color quality as opal glass, and it is placed with absolute freedom and knowledge of the effect to be produced, indicating in the largest way possible the artist's perfect mental grasp of his entire subject before he put brush to canvas.

In the room next the "Northeaster" lies the unwelcome surprise of the exhibition, a revelation which Mr. John W. Alexander makes of himself in twenty-four canvases. Seeing three or four of his pictures here and there, one has been struck by his advanced technic, his decorative line, his fine color sense, his bold brush work; but twenty-four canvases, generally single figures, are seen to indicate a lack of ideality, a deficiency in depth and seriousness; and, worse, it seems as if he had never known a woman whom he respected. He seems to think women have been made as a series of coarse-chinned automata upon which to display clothes which will take Japanesque or Greek lines. In the central canvas, a woman reclining with cushions, a swirl of lines and harmonious tints, he is as degenerate as Aubrey Beardsley. In future, one of Mr. Alexander's pictures will be quite satisfying.

Mr. Humphreys Johnston is a man of greater painter endowment and decorative sense than Mr. Alexander, who is developing very rapidly, and who is even now in the first rank as a painter, tho what he will develop as a thinker remains to be known. His "Domino Rose," which receives one of the Temple gold medals, and which is "lent by M. Jules Pams, Member of the Chamber of Deputies," is a life-size seated figure robed in a domino of heavy, watered silk of bright magenta, edged with ermine. She is a blonde, with violet auburn hair, and the brilliant color of the figure is thrown out against the dark polished cabinet which forms the mass of the background. His decorative range is indicated by the remaining titles: "Moonlight," "A Peasant Girl of Finisterre," "A Spanish Gypsy," and "A Garden in Grenada." Gari Melchers, who also receives a Temple Gold Medal, is as far removed as possible from Mr. Johnston in his pictorial quality. While the latter is a colorist, full of fanciful, almost fantastic, imagination, the other is a realist with a fine feeling for naiveté added to academic mannerism. He uses big spots of really beautiful color which one could appreciate if they were not hurled at one so.

Mr. Picknell receives the Walter Lippincott prize for a big canal-river picture called "Morning on the Loing," which might be divided by a vertical line, the left hand being painted in his old way, as if everything had been baked and dried and powdered, while the right half is mellow and modern in color.

The remaining prize, open to resident women artists only, is awarded to Miss Elizabeth H. Watson, for an able water color of the Rev. Dr. Watson seated in his library.

Mr. Sargent's portrait of Miss Ada Rehan had been exhibited before '95, and consequently it was not eligible for the Elkins competition. She is dressed in white satin falling very low on shoulder and bust as she stands in profile, the face turned toward one, toying with a white feather fan. Mr. Sargent has probably never depicted character more unerringly. There is immense nervous power in face and attitude, tho she is almost weary under the strain and blasé from the too intimate knowledge of an exacting career.

The "New England Woman," by Miss Beaux, was also not eligible for the Elkins prize, since it was not entered for it; but it is extremely able. The lady is dressed in summer white, in a white chair, against a background of pillows on the bed and muslin sash curtains at the windows—almost completely white against white.

Mr. Breckenridge, a young instructor of the Pennsylvania Academy, is an all-round man of great promise; and Mr. Dessar is becoming well known by his landscapes and coast scenes with figures, painted in a cheery, loving way. Mr. Fromuth's name is little known, but his crayon sketches, and especially a snow scene called "Winter Morning," call especial attention to the possibilities of his talent. Mr. Philip Hale exhibits some girls in pink, with pale, phosphorescent, yellow flames playing all over them, against a background of sandpaper texture sprinkled with flowers of sulfur. We have, however, the impression that this was intended for a sunny effect.

Miss Margaret W. Huntington's valley at "Mount Desert," is promising work. Mr. Twachtman's noble "Niagara," Mr Theodore Robinson's "Washington Equestrian Monument," and "Port Ben Canal," are well known in New York. Mr. J. A. Weir's "Farm House in Connecticut," is a beautiful snow effect; in fact, it seems as if snow studies were the most interesting specialty of the exhibition.

It is also especially rich in marines. There are seven glorious canvases transcripts of widely differing color effects of sea, sky and shore, by Mr. Alex. Harrison, and fine marines by Messrs. Benson, Butler and W. L. Dodge. Mr. Dodge has contributed a fine academic composition, called the "Dream of Orpheus," which is hung with a number of other ambitious canvases dealing more or less with the nude; Mr. Ryder's little canvas, the "Flying Dutchman," seems to have more real imagination in it than all of them together. Time fails to tell of a hundred pictures worthy of respectful study, by Misses Nourse, Ketcham, Huger and Macomber, by Mrs. MacMonnies, by Messrs. Herter, Hermann, Hassam, Franzen, Dannat, and Duverneck, Bisbing, Dewing, Brush, Shannon and Eakins.

In sculpture, the noblest effort is the St. Gaudens bas-relief of Robert Louis Stevenson, with the charming lines upon it ending

> "Life is over, life was gay,
> We have come the primrose way."

Is it not time that the Medal of Honor was given to Mr. St. Gaudens, since it is a "recognition of high achievement in their profession," open to sculptors as well as painters?

The "Hound Gnawing a Bone," by Mr. A. P. Procter, and the society girls of Miss Potter are knowing little things. Mr. Massey Rhind's contributions, the statuet of Mr. Eakins by Mr. Murray, and, finally, the portrait bas relief of children, by Mr. Herbert Adams, are worthy of serious study.

The Architectural display is extensive and interesting, the hundred and fifty drawings and photographs illustrating the life work of the late Mr. R. M. Hunt; the students' work and competitions of the Pennsylvania University School of Architecture; buildings by McKim, Meade and White, and by Mr. Ernest Flag; and the project for the improvement of Copley Square by Mr. C. Howard Walker, may be briefly mentioned.

The Water Color exhibit includes that of the New York Water Color Club, with many good additions.

NEW YORK CITY.

Sanitary.

WHEN the men now extant on the earth have been so long forgotten as to be lumped as "the ancients," the people who will be searching for the characteristics of the nineteenth century will declare that it was eminently marked by great engineering works that absolutely changed the features of the countries where they were located. None but the Anglo-Saxon race has ever conceived or executed such gigantic constructions. We know how the grand waterworks of California have brought plenty of water into rainless regions both for irrigation and for gold-washing; but the greatest and most beneficent ones are those that have had for their object the supplying of vast numbers of people with pure drinking water—*e. g.*, those of Liverpool and of Manchester in England; but this year has seen a wonderful work completed, that is to make amends for the deficiency of rainfall over 90,000 acres of land and incidentally to utilize a water power over a thousand feet high. It is claimed that the Chicago Drainage Canal is the greatest engineering work now going forward in the world; but when we consider that the great Periyar Water Scheme had to be carried out one hundred miles from any railway, and all the machinery had to be taken over the poorest type of roads by most primitive means of transportation, and that at some seasons the work had to be nearly suspended from the malarious climate, we see that this work is a mighty monument to the ingenuity and persistence of man. The scheme, baldly stated, was to divert a river from its natural course. The Madras Presidency has two very different regions within its borders, the western portion having more rivers than it needs, and the eastern one, water courses where perhaps after a heavy monsoon, there may be a little water which soon disappears under the tropical sun. This unequal distribution comes from the shape of the country, and the possibility of doing just what has now been accomplished, was thought of ninety years ago; but the project took practical shape only in the last decade, and the corner stone of the dam was laid in 1890. This now completed work will make a literal desert to blossom as the rose and bring food and prosperity to many thousands of Hindus. After impounding the waters by the dam, 164 feet high, creating an artificial lake 1,289 miles in area, the water goes through a tunnel cut through the watershed ridge. It has cost $4,250,000, and been under the charge of Lieutenant Pennywick. It is the building of such stupendous works as this and the waterworks of Bombay and Calcutta, that strike awe to the soul of the native and that enables one white man to 3,500 natives, to govern this vast Empire. If, at moments, our souls are tried with England's land-grabbing, we still must own that she carries physical improvement and mental enlightenment with her, and we must accept it as an appointment of God that she is to become *the* great light to the "nations that sit in darkness."

. . . Attention has often been directed to the ascertained results of the enforced hygiene and sanitation in the British army, and the saving of life even in the tropical regions and malarial climates. As the details arrive, the loss of life from sickness of the French in Madagascar becomes more and more appalling. The deaths from fever were one in four, while among the English troops in Ashantee—where the climatic conditions were nearly similar—the deaths have been one in sixty-five. The whole world honors the good sense and humanity of Mr. Cecil Rhodes, who made a proffer of some region in his domains—where the climate is salubrious—as a sanitarium for those French soldiers who were disabled by the malarial fevers of Madagascar. It does not appear for what reason the offer was repudiated, and the men sent home via the Red Sea and Suez Canal, in the summer season, when the heat is all that a well man can endure; but certainly more than a thousand perished thus, and as bereaved fathers and mothers mourn they are roused to inquiry; and the inquiry is proving very embarrassing to the War Department; and when the rest of the world is asking, *Cui bono?* we can only re-echo little Peterkin's "It was a great victory." We must confess that Japan and China, France and Madagascar, Turkey and Armenia, Spain and Cuba, England in Chitral, Ashantee and other points in Africa, Italy also armed and fighting native Africans, look as if we are a long way from millennial conditions. The beating of plowshares into pruning hooks hardly seems to have begun.

Science.

THE Report of the State Geologist of New Jersey for 1894 contains further conclusions of Prof. R. D. Salisbury upon the Pensauken and Jamesburg formations. The first is now definitely stated to be the equivalent of the Lafayette and probably of glacial origin, and "hence antedating any ice epoch which has heretofore been recognized in North America." The second formation is thought to be the equivalent of the Columbia. The Trenton gravels, which are supposed to contain human relics, are unequivocally of still later age. The Pensauken is a sheet of more or less decayed materials not exceeding fifty feet in thickness, and reaching as high as one hundred and eighty feet above the sea, barely touching the crystalline area and best developed in a trough extending from Bordentown to South Amboy. Its constituents are, in the order of abundance, quartz from veins in crystalline rocks, chert, ironstone, granitic rocks, triassci red shale up to pieces three feet long that have been transported as much as forty to fifty miles, Cambrian quartzites, Oneida and Medina sandstones. No glaciated stone has yet been found, and these materials correspond with the make-up of the extra-morainic drift. The author thinks the formation has been accumulated upon a plain or peneplain. The Jamesburg deposit contains the hard constituents only of the Pensauken, as if derived from the latter, in which case the softer materials would remain only as clay or loam. Glaciated stones are frequently present. The Jamesburg formation attains a maximum of thirty feet in thickness, and has been observed as high as 214 feet above the sea. Next the greensand, it has taken much of that material into its composition, and has carried it to levels considerably higher than their source. Floating ice seems to be required for the deposition of the formation, but in neither case is there any certain evidence of the presence of the ocean. To the northeast both these deposits are concealed or covered by the great terminal moraine, extending from Staten Island across the State to Belvidere, on the Delaware. Granting the correctness of the facts, as presented by Salisbury, it would seem as if the following conclusions were warranted: 1. The Ice age opened in the Pliocene Tertiary when the extra morainic drift was accumulated. 2. By the melting of this ice and snow streams of water deposited the Pensauken or Lafayette formation, chiefly as a peneplain. 3. The Jamesburg formation was a continuation of the Pensauken, with better evidence of depression. 4. Much later there came a new ice sheet, which pushed only as far south as the well-defined moraine, extending across the State as before mentioned. The ice-marks and most of the till of New Jersey and New York were made by this later sheet, which may, perhaps, be correlated with the Wisconsin moraine of the West and the Champlain glacial deposit of the east.

Personals.

LEANDER JAMESON, known familiarly as "Dr. Jim," who has brought about the present crisis in the Transvaal, is a Scottish doctor. He roomed with Sir Cecil Rhodes while he was a practitioner at Kimberly, and it is said that Mr. Rhodes owes the preservation of his life to Dr. Jameson's assiduous care and nursing through a dangerous illness. This doubtless explains the fact that Mr. Rhodes found a place in the South African Company for his friend and physician. In South Africa Dr. Jameson's skill as a physician stood him in good stead, for he cured King Lobengula of an illness, in return for which the King granted him some favors which ultimately resulted in his receiving the post of Administrator of Mashonaland in 1891. He already had averted one conflict with the Boers without actual collision; and he prosecuted later the war with the Matabele in Mashonaland with such ability as to excite the admiration of military circles, "however much the morality of the undertaking shocked others." It is said that Dr. Jameson at one time saved the life of President Krüger, whose prisoner he now is; but certainly his career has been one of ability mixed with adventure, and his friends speak of him in the highest terms both as an administrator and a man, and he is declared to be universally popular in South Africa.

. . . . The sons of the German Emperor are receiving a strict education. Recently the oldest two, the Crown Prince and Prince Eitel Fritz, have been sent to a gymnasium, at Plön, in Schleswig-Holstein, and will stay there until ready for the university. Both are also being instructed in stenography, the Crown Prince being already able to take down ninety words per minute. The Plön gymnasium was probably selected because the German Empress is from that neighborhood.

Music.

BY E. IRENÆUS STEVENSON.

LAST week was less full than its busy predecessor of incidents of which record should be made in a scanty column. The Kneisel Quartet's third concert occurred on Wednesday evening. The afternoon of the same day brought forward once more before our public, Mr. Plunket Greene, in one of his song-matinées—quite the best things, the most artistic, of their sort, that any of our seasons of late have afforded. Mr. Victor Maurel's last song recital took place, also. At the Opera House the performances were of Massenet's "Manon Lescaut," in French, "Carmen," in French, "Tristan and Isolde," in German, "Falstaff," "Mefistofele," and "The Huguenots"—these three in Italian. The *reprise* for the coming week is "The Mastersingers," in Italian, by the famous cast of last year. The winter-performances end with next week's group. There with the polyglot company controlled by Messrs. Abbey & Grau goes on its tour. The prospectus of Mr. Damrosch's Wagner season is advertised.

The Kneisel Quartet evidently gains in popularity, not to say appreciation, in the city. Its audience at the concert mentioned was the largest that has been seen at the Quartet's admirable evenings of chamber-music. There was especial enthusiasm of an obviously sincere warmth after the playing of Schumann's Quartet in A major. That beautiful and colorful composition "went" with a spirit that captivated. It is not too much praise to repeat that the Kneisel is the rival of any one of the three or four world-renowned organizations in its field, indeed and one would have to think of all sorts of things to determine on its being second fiddle to the most notable. Such an interpretation as that of this Schumann opus would give pause to the most confident admirer of, for example, Vienna's Rosé fraternity. Beethoven's Opus 18, and Bachrich's arrangement of one of Handel's Concerti Grossi completed the musical bill. The Quartet plays next on March 31.

Last season when Miss Sybil Sanderson's unsuccessful engagement at the New Metropolitan began, her début was made in Massenet's "Manon." A somewhat extended summary of the work's leading traits then appeared here. At this time, therefore, there is reason to speak of the cast, rather than the opera. It is an unsatisfactory one at best—its subject disagreeable, its effective music scant, its clever and finicky niggling tedious after one has had an hour or more of it in his ears. It is graceful, and orchestrally highly finished; but that does not save its soul alive. On the present occasion it was sung magnificently, as will be inferred by the following distribution of rôles. In two cases they fell to their distinguished essayers for the first time in all their busy careers; Mme. Melba and Mr. Maurel having that rather odd fortune—for them. The cast was *Manon Lescaut*, Mme. Melba; the *Chevalier des Grieux*, Jean de Reszké; *Lescaut*, Mr. Maurel; *Count des Grieux*, Mr. Plançon; *de Bretigny*, Mr. de Voies; *Guillot*, Mr. Castelmary; and the small female rôles of *Poussette*, *Rosette* and *Javotte*, to Mmes. Bauermeister, Hunt and Van Caeteren. Mme. Melba sang exquisitely much of Massenet's characteristically French music. Her acting was so liberal that it was an answer in itself to those who do not give her credit for any except a stage-teacher's drill in histrionics. Unluckily, the part does not suit Mme. Melba physical type, nor does she understand its real finesses intelligently enough. We fear she has not read Prévost; and except for such scenes, may be it is as well. Mr. de Reszké was an ideal *des Grieux*; and in the strongest musical episode in the opera, the interview in St. Sulpice, he carried the large audience (yes, another really large audience in the Opera House on a star-night) by storm. Mr. Maurel individualized curiously and with subtlety the conceited, unlovely and superficial character of *Lescaut*, by adroit touches, and he sang in unusual voice. The rest of the artist-group was equally satisfactory in their less conspicuous efforts. Mr. Bevignani conducted with that usual knowledge and success that he brings to all the French and Italian operas so safely intrusted to him. Apropos of Massenet's "Manon," why do we not have Puccini's opera on the same subject?—a newer and more interesting score of the neo-Italian school.

The Philharmonics are prominent in this week's concert list. The program will include Tschaikofsky's First Symphony and two selections from Wagner's "The Dusk of the Gods"; Mme. Marie Brema as the soloist. An orchestral concert for the benefit of a Free Scholarship fund in connection with the New York College of Music (Mr. Alexander Lambert's) is announced for Tuesday evening, at Carnegie Hall; Miss Jessie Shay, pianist, and Mr. Victor Hubert, as conductor, being special participants.

The news of the death of Sir Joseph Barnby was cabled from London last Monday evening. He was in the sixty-fourth year of his age. His songs and church music have been especially popular in our country; but in England his other works in other departments of music have enjoyed favor, and as an orchestral leader he has been widely active and esteemed, especially for his services at many of the greater festivals in the capital and the provinces.

The statement lately generally current that the Brooklyn Symphony Society (until last month known as the Seidl Society) had concluded an arrangement with Mr. Theodore Thomas, of the Chicago Orchestra, to act as its leader, is authoritatively denied. Mr. Thomas has no present intention of interrupting his Chicago work, except during brief visits Eastward and in course of his concert tour forthcoming, when he will direct certain concerts in this city. The announcements for this series are now current. It begins March 17th.

The last issue in the admirable "Schirmer's Collection of Operas" is Bizet's "Carmen." It is the best edition for the study of musical students now in the market; for its printing is clearer than that in the worn and rather expensive Choudens (and imported) edition. The French text is given along with an English one by Dr. Thomas Baker. It is a pity that the publishers of these otherwise capital editions of operas that every public singer should know, do not have their descriptive prefaces edited intelligently and suitably. Such a prefatory notice as is given this "Carmen" is an example of such a minor but noticeable insufficiency.

News of the Week.

DOMESTIC.

IN Congress a preliminary step has been taken toward recognizing the Cuban insurgents as belligerents. The Senate Committee on Foreign Relations has presented a resolution reviewing the situation in Cuba and suggesting that "the President in a friendly spirit use the good offices of this Government to the end that Spain shall be requested to accord to the armies with which it is engaged in war the rights of belligerents, as the same are recognized under the laws of nations." The resolution has been placed on the calendar, and will not come up for discussion for some days yet. The House has also passed the Diplomatic Appropriation bill carrying the sum of $1,637,000, a slight advance over the appropriation for the past year. It includes provision for a new consulate in China at Ching Kiang. The consulate at Ningpo is discontinued and a new one established at Chefu. After considerable debate the Senate passed a free coinage bill by a vote of 42 to 35. It includes the coining of the seigniorage and the issue of silver certificates against it; also that no National bank note shall be hereafter issued of a denomination less than ten dollars, while all notes of such banks now outstanding of denominations less than that sum shall be as rapidly as possible taken up, redeemed and canceled. The House Committee on Foreign Affairs has adopted a report severely censuring Ambassador Bayard for his speeches in England. The House concurred in the Senate resolutions on the Armenian outrages by a vote of 143 to 26. There was some opposition on the ground that the resolutions did not go far enough.

....The fight in the Republican Party in this City has been growing in intensity. The committee of twenty five presented their report stating that the conclusion is inevitable from the situation that the "present enrollment is rotten to a degree never before paralleled in the history of the party" and that "an organization based upon such wholesale frauds cannot command the confidence of the Republican Party nor of the public." The committee of five hundred have met and had an enthusiastic meeting, and the general impression appears to be that the various attempts at harmony will not succeed. So strong is this feeling that there has arisen considerable anxiety with regard to the nomination of Governor Morton. It is openly charged that Mr. Platt has not been cordially in favor of it and a statement issued by him early last week, in which he attacked very bitterly such men as Cornelius N. Bliss, Elihu Root and others, is looked upon as seriously endangering Governor Morton's Presidential prospects.

....The committee appointed by the New York Yacht Club to investigate the charges made by Lord Dunraven has issued its report. Those charges are held to be absolutely unfounded. The report is presented in a clear and decided but very curteous manner, and there are no personal attacks upon Lord Dunraven in it. One expression excited considerable interest, in which the committee say that if Lord Dunraven had remained to hear the entire testimony he might very likely have withdrawn his charge. The action appears to have received the most cordial indorsement of the best English papers, and the question is practically settled. No action has as yet been taken by the Yacht Club with regard to Lord Dunraven's membership in it.

....In the Legislature at Albany there has been a hearing on the Greater New York bill, which was apparently being rushed through without due consideration. Senator Pavey, of this city, has introduced a bill for police reorganization along the same lines as that presented in the last Legislature. There was also a hearing in regard to the Raines liquor tax bill, and various amendments were proposed. There was a large delegation from the Chamber of Commerce, of this city, present, including Seth Low, Charles Stewart Smith, J. Harsen Rhoades, and others.

....It is stated that the Administration has arranged for the reference of the question as to the demands of the Canadian sealers to a tribunal of arbitration. It is understood, however, that the President will make another effort to secure the meeting of these claims by the appropriation of a lump sum of from $300,000 to $350,000 as cheaper in the end than to incur the expense of arbitration and take the risk of an unfavorable verdict and a still heavier ultimate penalty.

....All efforts to draw off the "St. Paul" from the shore on Long Branch during the week have failed. Some progress has been made, but not enough to bring her into clear water. The entire cargo has been removed from the ship and brought into this city.

....A steamer having on board a party of Cubans intending to join the insurgents sank southeast of Barnegat with a quantity of ammunition. It was said that she was entirely unseaworthy.

....The Venezuelan Boundary Committee has decided to send representatives to Madrid and the Hague to search the Spanish and Dutch archives.

....George Bliss, the partner of Governar Morton in the banking house of Morton, Bliss & Co., died suddenly in this city on February 2d.

FOREIGN.

....The reports with regard to a secret treaty between Russia and Turkey have been officially denied, but are still generally believed to be true. There are many indications of this. The impression appears to be gaining ground in England that any interference by that country is impossible, and it is definitely stated by some leaders that they are under no obligations to interfere in view of the fact that the Turkish Government has not kept its pledges. A report was spread, based upon a passage in a speech by Joseph Chamberlain, that England would invite the United States to co-operate in Armenia; but that report has not been confirmed. The two blue books on the Armenian massacres at Sassûn have been issued, the first containing the dispatches between consuls and diplomats, while the second gives the result of the commission. The consuls confirm the newspaper stories as to the nature of the outrages, and show that no steps were taken by troops to stop the Kurds, and that in fact Kurds and soldiers alike were the authors of the burning of entire villages. It also shows that there was no proof that the Armenians were in revolt. One consul states that while the ordinary newspaper stories seem to have been exaggerated, the fact appears to have been that the Turkish officials desired not so much the suppression of a pseudo-revolt as the extermination of the Armenians in those districts. Mr. Gladstone has written another letter in which he speaks of the absolute victory of the Sultan over the Powers and their unparelleled disgrace and defeat. The reports from the country itself indicate danger of renewed massacres at different towns, especially Van and Marash. The British and Italian Consuls are said to have arrived at Zeitûn. Letters received from Marash confirm the stories of great slaughter between the Turkish troops and the Armenians at Zeitûn. Reports continue to come in of applications from the leading men among the Armenians and others to embrace Islam. Efforts at relief work are becoming more and more difficult. The Turkish Government has refused to allow the Rev. H. S. Barnum, of Constantinople, to go to Erzrûm for that purpose and has charged that all the missionaries are disturbers of the peace.

....The Japanese Government has issued a formal declaration of the opening of the island of Formosa to foreign commerce. It announces that the subjects and citizens of Powers having commercial treaties with Japan may reside and trade in Formosa, at Tamsui, Keelung, Auping, Taiwanfu and Takao, and the vessels of such Powers may visit the ports and harbors of these cities with the exception of Taiwanfu. There is no extra territorial jurisdiction contemplated in the proclamation, and it is understood that the United States will probably establish consular agencies at the newly opened ports.

....The Abyssinian army, estimated to number from 40,000 to 60,000 men, is coming so near to the Italian troops, numbering 28,000 men, under General Baratieri, that a decisive conflict is expected very shortly. The Abyssinians are largely armed with spears, but some have rifles, and there are several pieces of artillery. In Rome 45 deputies have united in a resolution condemning the war in Abyssinia as being illegal, and as necessitating a great waste of money.

....According to telegrams from London the situation in South Africa continues extremely dangerous. It is said that the Boer forces are bitterly opposed to the granting of any reforms for the benefit of the Uitlanders, and are aggressive in their treatment of the Government. Several of the mining companies are considering the project of closing their mines.

....According to a report of the Russian Government the Siberian railway has been so far advanced that one-third of the entire line is complete, and there is now a direct route from St. Petersburg to the Yenisei River, a distance of 3,056 miles.

....Emperor William's thirty-seventh birthday was celebrated January 27th with great ceremony. Imperial Chancellor Prince von Hohenlohe was decorated, and Prince Bismarck telegraphed his congratulations.

....It is reported from Egypt that a revolution has broken out in Khartûm, and troops from the interior have joined with the Mahdi's former followers and have overthrown him.

....The flying squadron of British warships will remain, it is reported, at Berehaven, until after the funeral of Prince Henry of Battenburg.

POINTS FROM PULPIT AND PRESS.

THE income of all the missionary societies of the world is stated to be about fourteen million dollars a year. The United States Government has recently resolved on an expenditure of something over that sum on three battleships and twelve torpedo boats. An English exchange compares these sums with football receipts, which in England alone amount to twenty million dollars per year. There is a sermon in these figures.—*The Observer*.

....Newman Hall visited the summit of Mount Snowden in Wales. A large number of Welshman on an excursion were there. As soon as it was understood that Newman Hall, author of "Come to Jesus," which had been translated into Welsh, was present, a desire that he should lead in prayer was expressed. At first he objected, on the ground that none of the people could understand him, but being assured that some knew English, he prayed. Such was his fervency that for many years afterward he received information of the conviction and conversion of persons who felt the power of his prayer, tho they understood not a word.—*Christian Advocate*.

....One can not help wishing that the business spirit was a little less dominant in our churches, and that there might be a revival of such a profound conception of Christian faith as would lead young Christians to be ambitious for growth in the knowledge of the Scriptures as well as in that of methods of work; and for a spirit of charity and tolerance that might lead them to believe that the truths of Christianity are not to be learned by listening to witty stories; and for that temper of soul that may lead them to hesitate before they condemn offhand elders and teachers as ignoramuses and heretics. The Church has learned how to convert men, but has it not to some degree forgotten how to instruct them? It is to be feared that the outcome of this neglect of the intellectual and spiritual edification of Christians, and especially of the temptation to judge success by tangible and countable results, will be an increasing separation between Christians who are especially interested in the intellectual and doctrinal side of the faith, and those who—if the expression of the marketplace may be used—are the "hustlers" of the Church progressive. Each class needs the other, and the Church without either languishes.—*The Standard* (Baptist).

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NOT TO CONDEMN.

THE purpose for which Christ came was to save, not condemn the world. The world does not need to be condemned. It does not need a revelation to convince it of the fact of sin. Every man has that within him which convinces him of sin. The great point is to recover from that condemnation. It was to a lost world that Christ came. For we have all sinned and come short of the glory of God. We do not need, therefore, to have it continually dinned into our ears that we are lost. We know well enough that we are lost.

The Gospel would not be particularly good news if it only rang the changes on the fact that we are all lost. The man who sits in the darkness of his dungeon knows better than any one can tell him that he is a prisoner. He feels every minute of his life that he is restrained. He cannot do what he would because the narrow limits of his cell restrain him. He must do what he would not, because he is subject to a will not his own. The only good news you can take to him is the news of his pardon, that he is free through the authority and clemency of the Governor. If he is not a fool, made an imbecile by long confinement, or reduced to idle contentment as a mere animal by having all his actual wants supplied without effort on his part, he will enlarge himself without a moment's delay, and be thankful to his deliverer.

It is characteristic of the preaching of this age that it presents the attractive side of the Gospel. That is its positive side. The other side is a purely negative side. I *am* lost. There is no doubt about it. I shall remain in my lost condition until I am saved. If I do not choose to be saved the Gospel is nothing to me. I shall die in my sins. Will I or will I not accept the Gospel offer? That is the question and the only question. If I do not, it is not the Gospel which condemns, but my own stubborn wickedness. This is the dark background of the New Testament picture. In its foreground is the figure of the Savior standing with outstretched hands, with "a look made of all sweet accord," speaking in tones of tender entreaty and loving persuasion to the lost, saying, Come unto me all ye that labor and are heavy laden and I will give you rest. Behold I stand at the door and knock; if any man hear my voice and open the door I will come in to him and sup with him and he with me.

This is the heart of the message which the Gospel brings. We diminish its wondrous power of attraction if we mingle with it too much of the outer darkness. Some men preach as tho Christ had come to condemn. That the law had already done. Revelation only gives the complete law. Some are more or less in ignorance of it; but the light that lighteth every man that cometh into the world shows him the demerit of sin. No one needs to study the records of vice and crime, or observe the lives of others, to be sensible of the fact of sin. He only needs to look within. To such the news of a way of salvation open to all comes as drink to the thirsty, and food to the hungry and shelter to the storm-beaten.

It is true, of course, that men do not realize the peril of delay. They promise themselves that before death comes they will accept the Gospel invitation which is ever extended to all. They blind themselves to the danger of diminishing opportunities. They steel themselves against the prickings of conscience, and forget that the end may be close at hand. Do the indifferent and those who persistently procrastinate need to be shocked into a keen perception of their condition? There are plenty of warnings in the Bible. If the Gospel charm falls resultless on the callous heart, the terrors of the law may be thundered, and when the man is awake, let him hear the good news. The sunshine alone has the power of light and warmth needed for life.

FREE SILVER IN THE SENATE.

BY their own confession the free silver Senators have treated the country to a farce. They have passed a free silver amendment to the Bond bill as it came from the House. They know perfectly well that it cannot become a law. Senator Stewart, who seems to have but one legislative thought, and to have that continually, admitted that the bill was of no importance; that it was no test, even, but "mere dress parade." It affords an easy way, he said, "to make a silver record," "without hurting anybody."

It does hurt somebody, however. It hurts the country; it hurts the national credit; it hurts the country's finances; it hurts the country's business. Many days of precious time have been wasted in discussing this already over-discussed question. Not a new point was brought out, not a new argument advanced; hardly a new statement made. It was a perfunctory threshing of old straw; a farcical debate—a debate on a farce.

Happily, the vote has been taken, and the dreary performance brought to an end, but only to be begun over again, we fear. Thirty-five Senators went on record in favor of sound money and forty-two in favor of free and unlimited coinage at the ratio of 16 to 1. Other were paired. Of those who want free at any cost, twenty-one are Democrats, silver fifteen Republicans and six Populists. Nineteen votes came from the South; fourteen from the newer States, including Utah; six from other Western States, and three from Indiana and Pennsylvania. Not one of them, we are glad to say, was cast on behalf of any of the Eastern or Middle States; and none for the great States of the middle West, except Indiana. The silver vote came chiefly from the States of the South, and from the new and mining States of the Northwest, and from those of the Pacific Coast. Indiana, Pennsylvania and Missouri, also, were misrepresented by the five free silver votes cast in their name.

This is the answer the Senate gives to the President's special message concerning our finances. He laid the situation before Congress and showed that legislation was urgently needed. The House set to work promptly and passed two bills, one to increase the revenues and one to meet the gold reserve difficulty. The holiday vacation was given up, that a quick response to the President's demand might be made. The House, fresh from the people, wasted no time on free silver. It is the Senate, slow to respond to popular demands, which has kept the country waiting all this while that it might discuss the silver question all over again. It is getting to be very tiresome to the country, this free silver debate. The sentiment of the people is squarely against the proposition to degrade our monetary standard. Senator Morrill well said that the solid Republican delegations in the House of Representatives are not an encouraging sign to the "new and nameless silver party." But it is nevertheless so strongly intrenched in the Senate that we fear the patience of the country will be sadly taxed before we hear the last of "the crime of 1873," the ravenous nature of the "gold bugs," and the wonders of that financial and industrial panacea the "free coinage of silver at the ratio of 16 to 1."

WHY FLATTERY PREVAILS IN THE ROMAN CATHOLIC CHURCH.

FLATTERY cannot be a prevailing vice in any society or government without some reason in its organization. No one practices flattery without some reason beyond the mere pleasure of it. We suppose that people would rather—a little rather—tell the truth than not, and we have noticed that in the most intimate relations of life, in which people live without fear or favor, they are generally ready to tell an unpleasant truth. There is usually a certain beautiful frankness between husbands and wives, brothers and sisters; they are not given to flattering each other, however much they may admire each other. If they do flatter, then we may be sure that there is something wrong in the relation between them.

It is an interesting question, and if its adherents were willing to consider it, a profitable one why it is that flattery is so prevalent in the Roman Catholic Church. More than anything else it is what attracts the attention of one not of that faith in reading the Catholic newspapers; he finds few exceptions to the rule. We do not refer to that flattery which, among Protestants and Catholics alike, is so plentifully applied on jubilee and similar occasions, as when a priest or bishop has succeeded in living through twenty-five or fifty years of service, for we all like to say and hear pretty things on such occasions; but we refer to the constant tone of extravagant eulogy, and even adulation, with which Pope, cardinal, archbishop and bishop, no matter how ordinary and commonplace their abilities, are always spoken of in the Catholic press, and by every Catholic in any public address. The ordinary priests, friar or nun receives, in a lower degree, the same undiscriminating eulogy, and any distinguished layman gets a considerable portion of it.

It would be too much to claim that this laudation is bestowed because the higher ecclesiastics all possess all virtues. One reason probably is the rule of the Church which forbids any criticism of superiors for acts done in the discharge of their official duties. A Catholic journalist may criticise his Governor, or his President as sharply as he will, but not his bishop. To do so is *lèse majesté*. The Baltimore Council thus warns editors of Catholic journals:

"Neither by their own work, nor by writers assisting them must they assail (*lacessant*) ecclesiastics, and especially bishops; nor must they on their own judgment be so bold as to traverse, judge, or disapprove (*metiantur, dijudicent, improbent*) any decisions, decrees, or other acts of administration of a diocese, and in this way hold up the bishops to be despised and mocked at by the faithful or by non-Catholics" (p. 128).

Those who are guilty of such disrepect to ecclesiastical authorities must be visited, the Council goes on to say, "not merely with rebukes but with ecclesiastical punishments." The chapter on Books and Newspapers thus concludes:

"Wherefore, if in future any, either clergymen or laymen, either by their own act or by others whom they instigate, shall in any public sheets or magazines addressed to the public, attack any ecclesiastical persons, especially those who hold positions of dignity, with injurious words, abuse and censure; much more, if they shall presume in their sheets or magazines to rail at and condemn the manner in which a bishop rules and conducts his diocese, we declare that both the writers and all who aid and favor this most pernicious abuse, are disturbers of order, despisers and enemies of ecclesiastical order, and guilty of the gravest scandal, and accordingly deserve, their guilt being proved, to be punished with canonical censures."

Canonical censures are no trifling things. They threaten not only the editor and writers for a Catholic paper who dare to criticise a bishop, but also all who "aid and favor" him—that is, his subscribers. Accordingly, Catholic newspapers do not dare, as a rule, to print the slightest criticism of a bishop. One that does it is almost sure to be rebuked, and may have to make the most humble apology dictated by the bishop, on threat of being interdicted. Such cases have occurred. If a Catholic paper dares to criticise a bishop, it may be understood that it imagines it has some higher Archbishop or Apostolic Delegate behind it. If a Catholic wants to criticise anything in his Church, he will write it anonymously for a non-Catholic journal.

The result of all this is, that fearing to criticise, the journalist devotes himself to fulsome praise. That, he assumes, is always agreeable. It will gain favor, and it will save from rebuke. It is the loudest expression of loyalty. The bishop, archbishop, cardinal, Pope, can do no wrong. What he does is above all criticism. His doing it makes it presumably right. He is a little god, infallible, and practically omnipotent, but not indifferent to praise, if we may judge from the language of those who seem to think that thrift may follow fawning.

This is an evil not easily corrected, because it is inherent in the constitution of the Roman Catholic Church. That Church is, in this country at least, still practically a despotism. A despotism makes flattery a certainty in Turkey or in America. We wish we could hope that it would do any good to tell our Catholic contemporaries how much all this adulation looks to outsiders like sycophancy; but so long as human nature is what it is, and ecclesiastical rulers are above criticism while they hold the ecclesiastical rod, we must expect hands of deprecatory worship to be lifted up to them.

THE NATIONS TESTED.

WE hope every reader will carefully consider the article we print this week from the pen of President Washburn, of Robert College. Nothing weightier, nothing severer could be said. It comes from the best-informed man in all the East. What he says of the relative criminality of Russia, Germany, France and England can be implicitly accepted. He puts the blame where it belongs for the astounding failure of the great so-called Christian Powers of Europe to protect the Christians of Turkey from massacre, outrage and forced conversion to Islam. It is true that England is the only Power that has shown the least interest in the subject. She only has taken the lead in asking the Powers to join in this work; but she has failed to lead with fleet and men when a bit of superb courage was needed. England, too, has been tried and found wanting.

But now comes the news, mainly rumor but probably true, that England will allow Russia whatever she asks, and allow her to act alone as the tutelary guardian of Turkey. Russia is said, and it may be true, to have made a promise to protect Turkey against all attacks of other Powers, and guarantee its independence. This puts Russia, instead of England, in the front of the affairs of Turkey, and makes her responsible for whatever is done by that Power. It is even said that six vilayets will be occupied by Russia. If so, they would be the vilayets, we presume, of Van, Erzrûm, Diarbekir, Bitlis, Sivas and Harpût. Were it a fact that these were to become Russian provinces, then we might almost prefer that they should remain for a while under Turkish rule, for Russia is not only intolerant and oppressive, but she is strong. No greater curse could come on a Christian country than to be ruled by Russia, the greatest tyranny the world has ever seen, the land of the knout and Siberia, of Jewish and Christian persecutions, the land, worse than any pagan land, which allows no missionaries to live in its enlarging borders. Were Turkey to become Russian our American missionaries could not remain there five years. Were Constantinople to become a Russian city that would be an end of Robert College, and the American College for Girls. There would be no freedom of the press or of religion, but everything would be suppressed except the Greek Church and the Russian language. But, fortunately, this does not seem to be yet proposed. Twenty years of "protection" is a different thing, and who knows, even if Russia should then take the six vilayets, what might happen to Russia in that time.

An unexpected and lurid confirmation of the correctness of President Washburn's statement of the case as to the action of England is presented by the address of Lord Salisbury, last week, before the Nonconformists. That address has surprised everybody by its confession of weakness. It is simply an apology for doing nothing, for the reason that poor England could do nothing. Lord Salisbury says that inasmuch as the other Powers, meaning Russia, and Germany, which now rivals France in playing spaniel to Russia, refuse to consent to England's protecting the Armenian Christians, all England's protests and threats have accomplished and could accomplish nothing; that England allows herself to be extinguished in this war of diplomacy. It is to the everlasting shame of England that such is the case.

But now what should America do? That question is asked almost helplessly by thousands among us. It seems it has been asked helplessly by Lord Salisbury. By a strange providence it is Americans, and not Russians or Englishmen, that are in Turkey. Were it not for the Berlin Treaty and the doctrine of Washington's Farewell Letter, with its accepted policy of non-interference in the affairs of the Old World, it would be our duty first to protect the Armenian Christians. But this is not a case of political affairs; it is a case of humanity. It is no new thing for us to interfere for humanity's sake. For two generations we have sent our fleets to the coast of Africa and have even invaded its soil to put down the slave trade. Massacre and slavery in Turkey is no better than the same horrors, carried on by the Moslems, in behalf of the same Turkey, in Africa. If humanity compelled us to intervene in the one case, why not in the other? If Russia still holds back why should we not ask England and Russia, the two Powers to be consulted, if they would oppose us with army or fleet if we should, at least in protection of our own citizens, send our vessels and fifty thousand, or a hundred thousand soldiers to Turkey? We could do it, and England would help us; perhaps Russia would not forbid. There is a grave responsibility resting on us as a nation.

AMERICAN ROADS.

SELDOM have we published a symposium on any subject of a more practical nature than that which occupies eight pages of THE INDEPENDENT this week. Every reader of THE INDEPENDENT walks or rides on the road every day. If he does not, it is because he is one of the "shut-in" invalids, and he would do it if he could.

There is no greater contrast between the old countries of Europe and our own, than that presented by roads. The reason is plain. Ours is a new country, and we have been making new roads all the time, and have been compelled to lay them out faster than we can complete them. As Mr. Walsh shows, our great expenditures have been for roads of a peculiar kind—for the railroads, which traverse the country in every direction, and in which we surpass the world. Now that that work has been, in the East at least, so nearly done, we shall have the chance to improve our ordinary highways, and we are doing it very rapidly. Its importance is shown by ex-Governor Flower and Maurice Thompson. Mr. Roullier, who has had great experience in road building, gives wise suggestions as to how a road should be made; while no man in the country is better competent than Professor Shaler to tell what Massachusetts has done, which is setting the example to all other States in the instruction it gives and the appropriations it makes for the improvement of roads. City streets offer a special problem, and Mr. Howard treats of that subject with intelligence. The bicycle has given a tremendous impulse to road improvement, and Colonel Pope, of bicycle fame, discusses this branch of the subject; while William Steinway, whose name is better known to all musical people, but whom New York citizens know also for his interest in rapid transit, speaks of what that other great coming invention, the horseless carriage, will do for roads. The two bureaus of the United States Department of Agriculture, those of Forestry and Road Inquiry, are represented in articles by Professor Fernow and General Stone. We are glad that Mr. French's sympathy with the crossroad farmer leads him to defend them against overdoing the improvement of roads at the expense of burdensome taxes; while Helen E. Smith illustrates what can be done for our roads by village improvement societies without any expense beyond that of careful and wise supervision. Finally, Professor Sterrett, who has done more searching than any other American along the old Roman roads and discovered more milestones and inscriptions, describes the magnificent system of roadways of that ancient empire.

From these articles the reader will get a good idea of what is needed and how it can be secured. Roads that can be traveled just as well in the thaws of spring as in the drouth of summer are a principal factor in making country life agreeable and farms profitable. With their easy travel and with the multiplication of trolley lines, they make it possible for one to enjoy all the advantages of the town while living in the country; and who would not live in the country if he could? For our internal development there is nothing else at present of so great importance as the improvement of roads. This is not simply for the pleasure of the bicyclist or the convenience of the rich man who can buy a horseless carriage that costs him a thousand dollars, but still more is it an advantage to the farmer whose products it brings within easy reach of the market, while it makes it possible for his children to go to the best schools and his wife to do her shopping in comfort.

What has been so auspiciously begun by Massachusetts and New Jersey should be done in other States. We earnestly hope that the bill now before the New York Legislature may become a law, and that other States will follow the example. A special commission on highways is provided for by a bill now before Congress; and while we do not expect the United States to go into the business of road building within the States, yet it has everything to do with roads on the public domain. These should be located scientifically and properly built, while instruction should be given at agricultural colleges and experiment stations and at the Military Academy on the construction of model roads. We have now a number of competent engineers who know the very best method of road building; and if our States will make provision for building in every county and town a short, model road, then our county commissioners and roadmasters will learn the lesson under State supervision, and we may expect that the next ten years will see an immense improvement in this matter. We only hope that our country roads will not be made formal, but that a wild and somewhat free beauty may be allowed to them. While the roadway should be made hard and should shed water, we do not want to see all the golden-rods and asters and blackberries and birches cleaned out between the country roadway and the country fences.

Editorial Notes.

WE publish this week an unusually interesting series of articles forming a symposium on the very practical subject of Good Roads by more than a dozen experts. These require us to add four pages to our regular issue. Besides these writers, of whom we speak elsewhere, Dr. Parkhurst presents a warning against a hasty union of New York and Brooklyn; President Washburn, of Robert College, shows how the European Powers have been tested in the late Turkish massacres, and found wanting; Prof. Rufus B. Richardson, of the American School at Athens, makes the important announcement that the Greek Government has granted a concession to the American School at Athens to explore Corinth; Miss Jennings's Washington Letter is chiefly devoted to women's movements; Miss Walker reports the Philadelphia Fine Arts Exhibition; Mr. Stevenson tells of the musical events of the week; George H. Schodde describes the Christian Church in Abyssinia; E. P. Powell gives advice to people who wish to experiment in farming, and M. E. Bamford discusses the agricultural and commercial relations of California with South America and Africa. There are poems by Sir Lewis Morris, Mary T. Higginson, Emma A. Lente and Elizabeth C. Haire; and stories by Robert E. Gregg, Louise R. Baker and Florence H. Hoyt.

CLARA BARTON is on her way to Constantinople. The Porte weakens in its refusal to allow her to carry on the work of the Red Cross. It may allow individuals, but not organizations to distribute aid. She must be supported. There has been an apathy about the making of contributions for the relief of the Armenians that is surprising. Do you deny it and point to committees and Red Cross, and the excellent work of *The Christian Herald*, and the friends of the American Board, and the hundred thousand dollars, perhaps, that has been sent from this country? All this is true, but it is very little. Tell us, has your church taken up a contribution, a generous one, for Turkey? We warrant it has not. If not, then do it before February is out, and send the money immediately to Brown Brothers & Co, New York, or Boston, for the fund, to be distributed by the Red Cross Society or by the other committees already in the field, as may be best. We are delighted with the admirable appeal for the Armenian Christians made by the Episcopal bishops. It is one of the best and most statesmanlike things they have ever done. Now let every one of their churches contribute. Let the permanent officers of the Presbyterian General Assembly, of the Congregational National Council, let the Methodist bishops and the authorities in every other Church follow this good example, and let them recommend an immediate collection in every place of worship. Let every large town have a great mass meeting, like that in Brooklyn, this week. The time is pressing; the need is not past; the danger is still extreme. It is as late as the last three days of December that terrible massacres occurred in the neighborhood of Cesarea, and the gravest anxiety is felt for the coming four weeks of the Mohammedan fast, that begins with the next new moon. We wish we could speak with such emphasis as would stir every Christian in the country. Help these men and women in the land of Christ's crucifixion and of Paul's preaching and persecutions. Contributions need not be withheld from fear they cannot reach the sufferers. They will reach them. The treasurer of the American Board has sent $40,000 to Mr. Peet, Treasurer at Constantinople, who reports that it is forwarded without difficulty by telegraph to Trebizond, Erzrûm, Harpût, Sivas, Cesarea, Bitlis, Van, Mardin, Marash and Aintab. Letters from several of these points report the reception of the funds telegraphed to them from Constantinople. From Marash a report has come indirectly that they experience difficulty in realizing money upon orders received from Constantinople. With this exception, there is ample assurance that the money sent abroad has gone promptly to the very scenes where the suffering exists, and has already brought the relief desired. It is not strange that people raise the question, but it will relieve anxiety to learn that the money reaches the scenes of suffering and does its work.

WE do not believe the rumor that the President hesitates to send to the European Powers the resolutions of Congress on the Turkish outrages. It is much more likely that both he and Secretary Olney were consulted in their preparation. There are signs that a more active part may have to be taken by the United States than hitherto. The Turks are trying to force our missionaries out of the country. Not a post must be given up, or it cannot be regained, especially if Russia should intervene. Charges are being brought against some of our missionaries, especially at Bitlis and Harpût. We trust that Mr. Terrell will be made to understand that they have rights where they are, and that no action can be taken against them without investigation by our own consular representatives, who should be sent as a commission to look into the matter, and who should be supported by all the force necessary, as lately in China. There is our Consul Jewett, in Sivas, and an English consul could aid him; and the Porte should be forced to allow us consuls in Harpût and Erzrûm. We think our own Government can be trusted to do this; but it should be supported by the pressure of Congress, and by the pressure of our people, who should by letters inform their Congressmen what they want. Mr. Chamberlain, in a speech last week, suggests that America might support England in more energetic measures, or even take the initiative. Why not? It would be no more interference in Old World politics than is the sending of war vessels to capture slavers on the coast of Africa. But the chief point we wish now to emphasize is that from no station in Turkey should our missionaries be forced to retire. Minister Terrell is wrong in wanting to get them to the coast. They must be protected where they are. And it would be very bad policy for the American Board now to cut down any of its appropriations for Turkey.

AN agreement has been reached to submit the Canadian claims for damages arising out of the decision of the Bering Sea Tribunal to arbitration, and we are bound to pay whatever sum of money may be awarded to our Northern neighbor. It would have been far better, it seems to us, if Congress had appropriated the amount agreed upon between Secretary Gresham and the British representative, which was $425,000. It is understood that this was subsequently reduced. The delay has been irritating to our Canadian friends, and it is extremely doubtful whether the result of arbitration will not be a bigger award, with large expenses in addition. It is comforting, however, to know that the claims are in process of settlement. Meantime, our well-meant attempts to preserve the noble race of

seals have utterly failed. Careful estimates made by several persons show that on July 20th last there were less than 250,000 fur seals left of the immense herd that used to frequent the Pribylov Islands. Calculating that 44,000 of these have since been taken by the pelagic hunters and that 30,000 pups, deprived of their mothers, have starved to death, there only remains about 175,500 at the close of 1895. According to the New York *Sun* these are all that are left of the herd estimated at 4,700,000 in 1872–'74, and 900,000 in 1890. A year or two, at this rate, will finish the herd, and mankind will be the loser.

ONE of the ablest and most outspoken opponents of Mr. Cleveland's Venezuelan policy, whose arguments and statements have been taken by many of its readers without question, has said over and over again that Mr. Cleveland and Mr. Olney both prejudged the merits of the case; that while insisting that England was in the wrong they were inconsistently urging arbitration. Being pressed for evidence of this inconsistency, our contemporary says:

"Secretary Olney's dispatch, which the President submitted to Congress with his message, and which must be regarded as his own, makes the positive charge, in its sixth paragraph, that the area of British territory had been unlawfully, wrongfully and enormously enlarged since 1881."

The sixth paragraph is as follows:

"Notwithstanding this, however, every change in the British claim since that time has moved the frontier of British Guiana further and further to the westward of the line thus proposed. The Granville line of 1881 placed the starting point at a distance of twenty-nine miles from the Moroco in the direction of Punta Barima. The Rosebery line of 1886 placed it west of the Guaima River, and about that time, if the British authority known as the 'Statesman's Year Book' is to be relied upon, the area of British Guiana was suddenly enlarged by some 33,000 square miles—being stated as 76,000 square miles in 1885 and 109,000 square miles in 1887. The Salisbury line of 1890 fixed the starting point of the line in the mouth of the Amacuro west of the Punta Barima on the Orinoco. And finally, in 1893, a second Rosebery line carried the boundary from a point to the west of the Amacuro as far as the source of the Cumano River and the Sierra of Usupamo. Nor have the various claims thus enumerated been claims on paper merely. An exercise of jurisdiction corresponding more or less to such claims has accompanied or followed closely upon each, and has been the more irritating and unjustifiable if, as alleged, an agreement made in the year 1850 bound both parties to refrain from such occupation pending the settlement of the dispute."

We wish our readers would exercise their analytical powers on this extract. What we get out of it is that Secretary Olney states: (1) that the British claim has been enlarged at various successive dates; (2) that the British idea of the boundary line in 1893 carried it much further westward than that of 1881; (3) that these successive claims were accompanied or followed by corresponding exercise of jurisdiction; (4) that if the agreement of 1850 bound both parties to refrain from occupation pending settlement of the dispute, such exercise of jurisdiction has been "the more irritating and unjustifiable." This is all that we can find in the paragraph. The seeming characterization of British action in the last sentence is protected by an "if." We can find no ground whatever for our contemporary's statement that Secretary Olney charges that the area of British territory was "unlawfully, wrongfully and enormously enlarged." He simply says that the British claims have successively increased. It remains to be seen whether they were advanced lawfully. And this is Lord Salisbury's understanding of our Government's position. In his reply to the Secretary's dispatch he says the Government of the United States "have not formed and certainly do not express any opinion upon the actual merits of the dispute." This ought to be conclusive.

THE charges of Lord Dunraven have been fully investigated by a very able and honorable committee and pronounced a "mistake." This word indicates the extreme curtesy of the committee toward the distinguished English sportsman. The committee consists of Prof. E. J. Phelps, ex-Minister to England; Mr. J. Pierrepont Morgan; ex-Secretary of the Navy W. C. Whitney; Capt. A. P. Mahan, of the United States Navy, and Mr. G. L. Rives, and no question has been raised on either side of the Atlantic as to their perfect impartiality. One or two of the London newspapers think that their language toward Lord Dunraven was "unduly severe," but the verdict itself is accepted without question. Lord Dunraven's charge was that the "Defender" was deeper in the water when she sailed the first contest with his boat than she was when she was measured. If this were true, it would be nothing short of the meanest kind of fraud. He was heard in his own behalf, and all his witnesses were fully examined; and it was found that the only evidence they had in support of the charges was that the yacht seemed to the eye lower in the water when she raced than when she was measured, and that her crew were busy all night before the race, the inference being that they were putting in ballast after the boat had been measured. One of the points was that a certain pipe hole on her side which seemed to be above water when she lay in the dock, where she was measured, was not to be seen when she was in racing trim. Accurate measurement under the direction of Captain Mahan showed that this pipe hole was more than two inches below the water line, and that if it was seen at the dock it was because the vessel was listed. In point of fact, the suspicion of Lord Dunraven, for it was really nothing more, has been proved to be utterly without foundation. The manager of the American yacht, Mr. Iselin, has been completely exonerated, and the committee charitably say that the charge had "its origin in mistake," and that "it is not only not sustained by evidence but is completely disproved." This will, of course, put an end to this most lamentable occurrence, which strained the feeling of sportsmen on both sides of the Atlantic. It is hardly possible, so completely is Lord Dunraven discredited, that he can ever again be treated, either at home or abroad, as a genuine sportsman.

SENATOR TILLMAN, of South Carolina, has made a sorry exhibition of himself in the Senate Chamber, and caused the old and dignified members of that sedate body to hang their heads in shame. It was his first speech, too, and as tho conscious that his ribaldry would not command approval of the Senate, he gave notice beforehand that he would "pitchfork filth" about the Senate Chamber. This, of course, was sufficient to fill the galleries, and he played to the galleries with as much success as he could have desired. His abuse of the President of the United States and of the Secretary of the Treasury was simply too bad to be quoted in a decent journal. It is a pity that the Senate has not, by some dignified procedure, shown its sense of regret for the open violation of the rules of gentlemanly curtesy and legislative dignity, by one of its new members. We do not suppose that the people of South Carolina will be astonished or greatly disturbed by Mr. Tillman's performance. He was Governor of the State, and has been before their public long enough to demonstrate the kind of man he is. The Legislature elected him deliberately to represent the State in the highest legislative body in the nation, and if they are proud of him we can only express amazement and regret that it should be so. Some of the Populist members of the Senate are said to have listened to his denunciations of the President and Secretary of the Treasury with great glee. If that is so, it is quite as shameful as was the abuse itself, which was all the more inexcusable that it was read from manuscript.

IN an occasional paper published by the trustees of the John F. Slater Fund, Mr. Henry Gannett, of the United States Geographical Survey, discusses the occupations of the Negroes according to the Census of 1890. As might be expected the Negroes are mainly engaged either in agriculture or personal service. They have since emancipation made good progress toward acquiring property in the form of houses and farms, altho their proportion is yet considerably below that of those owned by whites. But when it comes to mortgages on their property the Negroes are far ahead of the whites, as only 12 3 per cent. of the houses owned by them are encumbered and only 9.6 per cent. of the farms; the proportion for whites being two and a half times as large. Of the Negro wage-earners 1.1 per cent. are in the professions, against 2.2 of the foreign-born and 5 5 of the native born whites; they have 4.7 per cent. in trade and transportation as against 14 per cent. of the foreign born and 17 per cent. of the native whites; in manufactures they have 5.6 per cent. against 31.3 of the foreign-born and 22.9 of the native whites. Mr. Gannett concludes:

"The outlook for them is very favorable as agriculturists; but there is little prospect that the race will become an important factor in manufactures, transportation or commerce."

That is a rather hasty conclusion. A race that can do well in agriculture can do well in other kinds of work. It takes as much brains, we imagine, to run a farm as it does to run a horse car. The man or woman who can raise cotton or make bread can puddle iron or tend a loom. The difficulty is in the opportunity. We hear of one cotton mill to be built in the South which will employ Negro hands, and already there is a cry of protest against opening the business to them. If there is "little prospect" that they "will become an important factor in manufactures, transportation or commerce," it is because they are shut out by trade organizations and public sentiment.

....It was said that the action of the Rev. H. R. Cooley, pastor of a Disciple church in Cleveland, in opening the doors of the church to all Christians without regard to their baptism by immersion, did not "create a ripple" in the denomination. This was too good to be true. The leading Disciple paper, *The Standard*, severely arraigns Mr. Cooley and his church, says that they are "misguided people," that they are "violating the doctrine of Christ," and are pursuing an "unscriptural course"; that the officers or the church "have acted more like the members of a despotic and Jesuitic priesthood than like the servants of their brethren and of the Lord Jesus Christ"; that they are "for present gain disregarding their own published belief," and are "pinchbeck reformers." Meanwhile, the members have indorsed the action of the officers of the church by an overwhelming vote. A correspondent of *The Standard* says that the result will be that the church will "slough off" and become "an independent congregation." The Disciple Ministerial Association of Cleveland has taken action which practically puts the church out of the body. They will have no difficulty in finding room with other Christian bodies.

....This paragraph in the Washington dispatches of last week, indicates that several of the Cabinet ladies are personally abstemious:

"An interesting feature of the dinner recently given to President and Mrs. Cleveland by Secretary and Mrs. Carlisle was the entire absence of wines and liquors from the table. There were two glasses at each plate, one for Potomac water and the other for apollinaris. Mrs. Cleveland, Mrs. Lamont, Mrs. Carlisle, Miss Morton and Mrs. Wilson of the Cabinet ladies are teetotalers and never touch wine on any occasion. Colonel Lamont says that he has never tasted whisky in his life, and it is well known that he never drinks wine at dinners. Secretary Carlisle has not touched a glass of anything intoxicating since he entered the Cabinet. Mrs. Cleveland and all the ladies of the Cabinet, with the exception of Mrs. Carlisle, serve wine at dinners and lunches for the benefit of their guests; but Mrs. Carlisle says that no wine or liquor of any kind has crossed the threshold of her home since the inauguration of President Cleveland. Secretary Olney has given up his Sunday evening dinners, and now invites guests for Saturday night instead."

A good example in high places has great force.

....In a discussion of the question whether a Catholic may take part in a Protestant service as a hired singer in a choir, *The American Ecclesiastical Review* makes the following statement:

"Americans go to church more often to hear a lecture than to hear a sermon, and beyond the lecture there is little exterior worship. People meet often as they meet in a hall or at a reception, exchanging curtesies, hearing Doctor So-and-so speak on the moral aspect of the Monroe Doctrine, or on the dangerous tendencies of Democratic (Republican) majorities, etc. The singing is choice bits from oratorios, or the better class of operas or gems of one kind or another which it may be said without irreverence, suit equally well for love making as for declaring one's attachment to God."

The above statement is slanderously false. So far from occurring "more often" such entertainments as are above described are extremely rare, and chiefly in services which cannot be called Christian at all.

....We are very happy to be able to publish this week Professor Richardson's admirable letter in reference to the permission given by the Greek Government for the American School of Athens to excavate Corinth. We recall that Delphi was formerly allotted by the Greek Government to this school, but that before the money could be raised the pressure of the French Government compelled the grant to be revoked. There ought to be no such failure now. Great advantages could accrue to philological and historical science from extensive excavations in that ancient city, which is probably the most valuable spot left in Greece for exploration. The good will of the Greek Government is expressed in this action; and we should be ashamed of American wealth and generosity if abundant means are not provided for the excavations, which will continue for a series of years.

... A St. Louis brewer, on solicitation by its president, subscribed one thousand dollars for Drury College, Missouri. The students have held a mass meeting and asked President Fuller to decline to receive the gift. This opens the serious question whether a gift should be received for any benevolent purpose from a man who is a liquor seller, or a brewer, or engaged in any business which a considerable portion of the Christian community disapproves. It applies, of course, not simply to this St. Louis brewer but to the founder of Vassar College; and there have been public objections of a similar sort against the gifts of the founder of Chicago University. We cannot accept the ethics which is over-careful to see that none of the Devil's money is used to overthrow Satan's kingdom.

....General Duffield, Superintendent of the Coast and Geodetic Survey, who has, on the part of our Government, been trying, in conjunction with the British Commissioner, King, to find the boundary line between our Alaskan territory and Canada, puts at rest several wild reports. The "official" report that we are likely to lose 3,000,000 acres is not true. No official report has been made as yet. Moreover, while some difficulties have been encountered, the American and Canadian surveys are wonderfully alike. In one case the line is found to be six feet seven inches out of the way; in another, on the Yukon, it is 618 feet. It happens that we lose the former and gain the latter. It is also found that the gold diggings are on our side of the line.

... The Warren Avenue Baptist Church, of Boston, whose pastor has lately declared that he would welcome to the Lord's table all who love the Lord Jesus Christ and seek to do his will, themselves being the judges as to their fitness, is the same one, as *The Journal and Messenger* reminds us, "from which the Rev. George F. Pentecost went away to wander, finally bringing up in a Presbyterian Church of England." He has done some pretty good wandering, and has left behind him a noble record of Christian labor and churches built up and souls converted. Give us more such wanderers. We hope he will wander back to this country.

....Modern Anglo-Saxon liberty had its beginning in the overthrow of Charles I. We would not if we could have any legal steps taken to prevent crazy or foolish people in this country from honoring Charles I as a martyr, and from adding his name to their martyrology, as was done in the Church of St. Mary the Virgin, in this city, on January 30th, the anniversary of his decapitation. Nevertheless it is nothing less than insult to the common sense of the country and to its institutions and liberty that that church should propose to set up his picture in a window as that of a saint and martyr who died in defense of his God-given royal rights.

....We do not wish to decide which denomination is ahead in giving place to women, the Free Baptists or the United Brethren. It was in 1889, says *The Morning Star*, that the former, as well as the latter, admitted women to their General Conference, and for many years previous both denominations had admitted women to the ministry. It requires historical research to settle which did this first. Other denominations are pressing them hard.

....The fire last Sunday morning which destroyed the Baptist Publication Society's building in Philadelphia caused irreparable loss in the destruction of the valuable library of the Baptist Historical Society and some hundreds of historical papers of the denomination which cannot be replaced. Why should not such libraries be kept in really fireproof buildings?

....The last two legislative apportionments in Indiana have been declared unconstitutional by the Supreme Court of the State. One was made by Democrats, the other by Republicans. How many more such decisions must there be before partisan legislators learn that honest lines only can stand?

....The House Committee's proposed censure of Ambassador Bayard for attacking, before English audiences, certain American policies will, if adopted, be hard for a man who has been Senator and Secretary of State himself. But how could he offend so flagrantly?

....Are we not getting sufficient free silver preponderance in the United States Senate, with the two new Senators of Utah? The proposition to admit Arizona and New Mexico to Statehood ought to wait a while.

....Senator Tillman brandishing his "pitchfork" in the Senate Chamber seems dreadfully out of place. The "pitchfork" has its legitimate use, but it is among cattle not among gentlemen.

Religious Intelligence.

THE CHURCH OF ABYSSINIA.

BY PROF. GEO. H. SCHODDE, D.D.

THE events that have been transpiring in the last year or two on the eastern coast of Africa, notably the colonization projects and military expedition of the Italians, have brought into public prominence a people and a Church of peculiar historic interest to all Christendom, namely, the people and the Church of Abyssinia. In fact, the Abyssinian is the oldest national Church in existence. While it does not date back quite as far as the Syrian, the Armenian, and one or two representatives of primitive Christianity in the East, it is the only one in this group that has preserved its composite and united national character to the present day. It cannot claim to have been a prominent factor and force in the development of Christian thought or activity; but that it was not this is owing not to an absence of ability but to historic agencies as remarkable as they are unique. If any Church on the globe is entitled to the name of "hermit" Church, it is that of Abyssinia. Christianized in the fourth century, Abyssinia remained in touch and tone with the Church at large only for a few decades. In the first centuries, when Christianity became the religion of the Roman Empire, the Abyssinian too, like all her sister Churches, became involved in the great theological and Christological controversies of the age. Taking sides with the Monophysites of the Coptic, Armenian and other Churches, it with these severed its connection with the Greek Church, when the Synod of Chalcedon in 451 A.D. condemned the Monophysitic doctrines. Only about two centuries later, Mohammedanism conquered Egypt, and separated the Abyssinian people and Church entirely from all other Christianized peoples. It remained substantially a "hermit" Church, until, beginning with its rediscovery in the sixteenth century by the Portuguese, it has repeatedly come into contact with other Christianities; with the Roman Catholics, through the Jesuits, who once even succeeded in converting an Abyssinian King, Basilides; then with the Protestants, through the Basel and London mission societies, and through the Lutheran Swedes, and recently again with the Greek Church, through the embassies from Russia to Abyssinia, and from Abyssinia to St. Petersburg. Practically the Abyssinian is still a hermit Church, as all these efforts to rejuvenate her in doctrine and life have in reality been without material effect.

As a result of all this we have in the Abyssinian, to all intents and purposes, tho in the shape of a petrification of forms and doctrine, the Greek Church of the fourth and fifth Christian centuries. What Abyssinia was in the days when her voluntary separation from the Church at large took place, this it is substantially still. They are Semitic people, and altho the modern representatives of the Ethiopians of history, they are really not Ethiopians at all—*i. e.*, they are not black. They are Caucasian, and are kindred people to the Jews, Arabs, Babylonians and other history-making nations of the East. Originally they came from Southern Arabia, now discovered by the German traveler, Edward Glaser, to have been the seat of the kingdom of the Queen of Sheba. Of this the Abyssinians have still a distinct tradition. Their royal house claims to be descended from the house of Judah and of David, through a son, Menelek, born to Solomon after the visit paid him by the Queen of Sheba. The present King Menelek is still able to trace his pedigree with more or less—undoubtedly less—reliability through all his ancestors to King Solomon, and even the Patriarch Judah. On account of this claim the official seat of Abyssinia still contains the figure of a lion with the inscription "The Lion of Judah."

Belonging to the Semitic peoples, the Abyssinian, like all her sisters in this family of races, is characterized by a decided conservative trait, standing in bold contrast to the restlessness of the Aryan or Indo-European peoples. As an outcome of this the highest idea and ideal of Abyssinian church life was the preservation of the status of doctrine and life which marked the stage of development at the time when the separation took place, and through which, at least to a great degree, this isolation was caused. Accordingly, during all these centuries the Church remained *in statu quo*, shared in nothing the development of church life elsewhere, and is now substantially what it was twelve hundred years ago. It represents in its dogmas, its doctrines, its extensive liturgies, its literature and the like, the Greek Church, under the influence of which the Abyssinians were originally converted to the Gospel. Only in one matter has there been a change, and this took place of a necessity, tho unperceived by those whom it affected. This change was the petrification of teaching and life in the Church. The hull and shell of Christianity is still there; its life and spirit is gone. "He who does not advance recedes," has proved to be the case here as in so many cases in history.

But it is an ill wind that blows no good, and the forced and voluntary isolation and the *semper-idem* principle of conservatism so characteristic of the Abyssinian Church, has not been without its good consequences. Shut up in its mountain fastnesses, "the Switzerland of Africa," the Abyssinian Church has preserved a large number of specimens of early Christian literature lost to the Græco-Latin Church world in the wars and tumults that shook Europe in the first ten centuries of the Christian era and which left Abyssinia virtually untouched. Not only have we an exceptionally good and ancient version of the entire Scriptures, both Old and New Testament, in Ethiopic, but also such works as the Book of Enoch, the Fourth Book of Ezra, the Book of Jubilees, ascension of Isaiah, Third Maccabees, as well as whole collections of Apostolic canons and constitutions, called by them "Synodos," a great body of extensive liturgies, prayers, hymns, etc,. otherwise lost to the Christian Church. For it should be remembered that the literature of Abyssinia is characterized by two distinctive features, namely; that it is entirely a Christian literature, even works on history, medicine and other sciences being under the spell of Christian thought, and secondly, that it is a literature of translations and imitations, first from the Greek and later from the Arabic and Coptic. Practically there is no original literature in Abyssinia. Hence, too, in cases like the Pastor Hermæ and other works, where imperfect or defective texts exist in Latin literature, the complete and older texts in the Ethiopic version are most welcome and valuable additions to the working material of the student of Church history. Just in our day, when the historical principle of interpretation is bringing the teachings of Christ and his Apostles into closer connection with contemporary thought, these older Jewish apocalypses, preserved for the student by the hermit Church of Africa, are proving a great boon and help. A glance at recent exegetical and biblico historical investigations shows that such writings as the Book of Enoch are no longer regarded as mere curiosities of literature, but as valuable sources for the study of the world of thought in which the New Testament writers lived and moved and had their being.

One very characteristic feature of Abyssinian church life and doctrine must not be overlooked, namely, its semi-Jewish character. It comes nearer to the ideal of a Jewish Christian Church, which it is the endeavor of the learned leader of the Jewish Christian movement in Kishneff, Joseph Rabinowitz, to realize than any other on the globe. It has preserved distinct features of Jewish worship and service, such as circumcision, the observance of the seventh as well as of the first day, the practice of fasting, and the like. The Abyssinians themselves deny that these are practiced in the sense of a Jewish service, but historical evidence would seem to speak in favor of such a source. Glaser has discovered in Southern Arabia, the original homes of the Abyssinians, the existence of a Menæan or Sabæan kingdom, a powerful Semitic or even Judaistic government; and the theory is often proposed that there the Abyssinians were first converted to the religion of their kindred people and brethren, the Jews, and after that to the Christian faith. One other important fact speaks for this view, namely the existence in Abyssinia, of a class of Black Jews, called "Falashas," is a state of semi-serfdom, ethnologically connected with the Abyssinians themselves. It is not at all improbable that these constitute the portion of that population which refused to give up their Jewish faith and adopt that of the Christian missionaries.

Quite naturally the Church of Abyssinia stands in the closest relation to the Orthodox Church of the East, and a reunion with this body of Christians, after a separation of more than twelve hundred years, is not an impossibility. This really was the purpose of the Russian mission under Askeneff, several years ago to Abyssinia, and of the Abyssinian embassy to the Czar some months past. To both Roman Catholic and Protestant Gospel workers Abyssinia has never given a warm welcome. The latter have succeeded best among the Falashas, many of whom still adhere to evangelical Christianity, altho deprived of Protestant teachers for many years.

This attitude of the Abyssinian Church toward Protestantism is much to be regretted, especially when viewed in the light of a possible rejuvenation and conquest of the Dark Continent for Christian civilization with the existing Church in Abyssinia as a basis for further operation. In these days the old classical question, "What new out of Africa?" has attained a new significance. Why could not the Christian nation of Abyssinia, altho representing such a low stage of spiritual development, be recalled to life, and this be made the beginning for further work in all directions? The Orthodox Church of the East can never gain Africa for a living Christianity or a true civilization. This would be the work and mission of the great Churches of the West, especially and above all others, the Protestant. Whether Protestantism can never gain a firm foothold here, whence it has been driven out repeatedly by the typical Oriental oppression of "Orthodox" Abyssinian kings, remains yet to be seen. No Christian Government has ever made an attempt to gain such a foothold. England, even after its conquest of Theodorus the Great and Abyssinia in 1854, an expedition undertaken solely for the purpose of releasing Protestant missionaries held in bondage, left the country to its fate. Yet the Abyssinians are the most gifted people on the Continent, and by historic right deserve the closest consideration on the part of the leaders of the Christian civilization of the West.

COLUMBUS, O.

EUROPEAN STUDENTS IN MISSIONARY CONVENTION AT LIVERPOOL.

BY A DELEGATE TO THE CONVENTION.

THE first five days of the year witnessed a scene the equal of which has probably never been known. At that time over 900 students from various parts of the world, together with the accredited representatives of more than forty missionary societies, met in convention in Liverpool. Tho we in America have held two such gatherings—in 1891 at Cleveland, and three years later at Detroit when nearly 1,200 delegates were present—this was the initial convention of the Student Volunteer Missionary Union of Great Britain. The Union, whose guest we were, is less than four years old, yet in that time it has enrolled 1,038 members, 206 of whom are college women. Of the entire number, forty-seven per cent. have already sailed, while enough more are accepted by boards to make a total of sixty-one per cent. who have actually enlisted for foreign service. It was stated as showing the effect of the movement on missionary societies, that one denomination was unable for two years to find men to fill four vacancies; now they have twenty-eight candidates. Forty two societies have members of the Union working under their auspices in twenty-seven countries.

But the Convention itself claims our present attention. It was a unique gathering, quite Pentecostal in the tongues one might hear—some twenty-four in all—and in the power of the leaders, who were manifestly under the guidance of "God the Holy Ghost." Missionaries well known in Britain were there—such men as Egerton Young; C. T. Studd, the pride of Cambridge cricketers; Dr. Muirhead, of Shanghai, Oxford's favorite; Alvarez, and the brave, Spirit-filled man of Uganda, Pilkington. Home workers were equally helpful to the Convention, among whom may be named our own Dr. Pierson; Mrs. D. Maclaren, with her magnetic Scotch poetry and pathos; sweet Lucy Guinness, the most powerful of women missionary writers; and Secretaries Stock, Wardlaw Thompson, Burroughs, George Smith and Miss Gollock. The bare recital of these names will give an idea of the rare things said; but no pen can describe the subtle spirit of this gathering of men of many nations and tongues intent on the one theme, the evangelization of the world, and anxious to receive in its fulness the one Power, that of Pentecost.

Liverpool's hospitality was lavish. Her fine homes, her magnificent modern Greek fane, St. George's Hall, the buildings of the Y. M. C. A. and the Y. W. C. A., and, above all, Philharmonic Hall, seating 3,000 and admirably adapted for such meetings, were ours for the time. The city clergy, from Lord Bishop Ryle to the witty Nonconformist leader, Charles Garrett, were present to give the movement their godspeed and to receive a blessing for themselves and their congregations, such as Liverpool never knew before.

It is impossible to give an outline of the addresses and to describe the numerous meetings. Suffice it to say that the first morning hour was usually devoted to prayer and Bible exposition. Then followed sectional conferences on the various mission fields and departments of missionary effort filling the rest of the morning, and making the delegates desire the power of ubiquity, as each sectional meeting was "the most important." Afternoons and evenings were spent at Philharmonic Hall in listening to the main addresses. Of these the utterances of Drs. George Smith and Arthur Pierson, F. B. Meyer, J. H. C. Macgregor, C. T. Studd, Sherwood Eddy, Donald Fraser, Egerton Young, Mrs. Maclaren and Miss Gollock were, perhaps, the strongest. The general impression made by their addresses was not so much that of a broad knowledge of the world of missions as it was of missionary dynamics. The spiritual basis of every life that would fulfil its mission, whether at home or abroad, was the atmosphere in which the audience lived. Skeptical doers and professors, critical Churchmen, High and Low, interested Nonconformists, zealous deaconesses, and trembling students afraid to hear God's voice, were all alike conscious of this, and went home feeling that they had spent five days in the Holy of Holies.

Memorable moments of the Convention there were. One was that instant when, after the audience had been stirred to tremendous applause by Dr. Pierson's comparison of Pentecost and Liverpool's convention, his outstretched arm and upward glance hushed the tumult into breathless silence, as he spoke further of what was involved in such a comparison. Again, on Saturday morning, the men were intensely interested in Mr. Williamson's address outlining the origin, the sublime object and the spread of the World's Student Federation.

This, followed by the Missionary Union's inspiring report of what has already been accomplished in Britain, and later by the polyglot speeches of representative students as widely separated as Holland and Manchuria and Japan, killed pessimism in every heart, and made the announcement that the British Union had, after years of hesitation, adopted the American volunteer watch-cry, "The evangelization of the world in this generation," seem a true prophecy. That same evening came the statement that Germany and Norway would probably form unions, while France had decided to extend her movement into Switzerland. Australia sent word that she desired to start a similar organization. From Athens came the cablegram, "Make every college a mission station," and from Ceylon Messrs. Wilder and Mott, our American leaders, wired: "Asia's crisis demands thousands of mountain-removing volunteers." Strong appeals were then made for £900 to meet the expenses of the Convention. In a few minutes £1,650 were secured, thus insuring the expenses of traveling secretaries in France, Germany, and Norway, and of enabling Mr. Mott to extend his present world tour to Australia. But perhaps the most impressive hour of all was the early morning communion attended by the delegates at St. Luke's. The sacrament was administered by the venerable Bishop Royston and others to all faiths alike; for were not all members of the one Body, and under such circumstances one could do no otherwise than "believe in the communion of saints."

The Convention closed Sunday evening, but the work has just begun. Holland is holding special meetings now as a result of the spiritual quickening received at Liverpool. Germany, who felt that the Christian life of her universities was in such a condition that she could send no representatives, delegated twenty in answer to prayer, eleven of whom went back to Luther's land as missionary volunteers and spiritual firebrands. Scandinavia is stirred as she has not been since 1889, when the echo of Japan's first summer school message, "Make Jesus King," awoke in her student body evangelistic enthusiasm. Gentle Gaboriaud, of France, and his coworkers, are more zealous than ever in the great cause, while Hsiang, of China, and Fukuda, of Japan, perceive in this gathering the salvation of many of their dear countrymen. British university women are seeing that there is an open field for every gift of theirs in the regions beyond, a fact not realized very fully until now. The dead or selfish life of more than one Scotch and Irish theological seminary will be transformed, while in a Welsh theological college the entire senior class desire to labor abroad. The convener of our Foreign Missions Committee told us of a meeting of the students of his own denomination, held during the Convention, at which thirty desired to know if funds could be

provided for their going to the foreign field. Cambridge University opens up her new term with an impetus that promises to do greater things for her than were known in the days of her famous "missionary seven." The leaders at Oxford, where evangelical life is checked by High Church tendencies, are hopeful almost to the point of enthusiasm. So conservative a body as the Church Missionary Society, has been greatly encouraged, and is passing commendatory resolutions and adopting advanced plans. In a word, the evangelical and missionary life of educational institutions and missionary bodies in Britain, and on the Continent to a less degree, feel that they are on the eve of better things. Will not every reader join his prayers to the great volume of intercession that is now ascending to Heaven from the students of Europe, "Thy kingdom come"?

RELIGIOUS NOTES.

THE Year Book of the Tompkins Avenue Church in Brooklyn, of which Dr. R. R. Meredith is pastor, shows a good record. The membership is 2,236, a net gain during the year of 118. There are 3,384 pupils in the various Sunday-schools. The collections from all sources were $28,674.

....An English bishop, Dr. Awdry, of Southampton, has accepted the appointment by the Bishop of Canterbury as Bishop in Japan, the Society of the Propagation of the Gospel having offered to provide the support. It is stated that this is the first instance of a home prelate going out to foreign work.

....In the Protestant Episcopal and Reformed Episcopal Churches the bishops have issued specific prayers for use in their churches for the cessation of the cruelties in Asiatic Turkey and the terrible persecutions of the Church, not merely because of its present position, but because of its noble record as the first nation to accept Christianity.

....In a recent note we stated that the sum of $254,857 had been distributed from the Million-Dollar Fund of the Presbyterian Church. This, it seems, was an error. That sum had been received by the various benevolent and missionary agencies of the Presbyterian Church, but was not connected entirely with the Million-Dollar Fund. Of the $99,000 received by the Board of Home Missions $36,000 was from the Fund, and of the $47,000 by Foreign Missions $17,477 was from that Fund.

....A recent traveler is reported to have said that the Icelanders, who number 72,000, have a better average culture than any European people. There are 287 churches, 12 of them of stone, 246 of wood and 29 of turf. Only 51 of them possess a harmonium, and even the cathedral of Reikiavik has no organ, but only a large harmonium. Church services after the Lutheran form are well attended and the Bible is diligently read, tho the children do not receive education in schools but from parents and ministers.

....It is generally understood that Archbishop Ireland is to have another close friend and supporter in the bishopric of the Roman Catholic Church by the appointment of the Rt. Rev. Thomas O'Gorman, D.D., professor of modern ecclesiastical history and Dean of the Divinity College of the Catholic University at Washington, to the vacant See of Sioux Falls, S. D. This makes the second professor of that university who has been raised to the episcopate, the other being the Rt. Rev. Sebastian G. Messmer, the Bishop of Green Bay, Wis.

....The Unitarian churches have lost a well known, and in years past an influential leader, by the death of William H. Furness, D.D., at Philadelphia last week at the age of ninety-four. He graduated from Harvard in 1820, and was pastor of the First Congregational-Unitarian Church in Philadelphia from 1825 to 1875. Since then, tho nominally on the retired list, he has been prominent in ministerial and literary work. His son, Dr. Horace Furness, succeeded him in Philadelphia. Another son is Howard Furness, the editor of the well-known edition of Shakespeare.

....In 1886, in Los Angeles, Cal., a small band of Christian workers held street meetings on the corner, under the leadership of the Rev. T. P. and Mrs. Kerguson. Some years later this resulted in Peniel Hall being built, and this has become the center of an increasing family of mission stations, including three in California, three in Alaska, one in Micronesia (Gilbert Islands), and one at Port Said, in Egypt. A training school has been established, and includes now a number of young men and women. The San Francisco mission reaches a large number, chiefly men who are street wanderers. The work has so far been followed by excellent results.

....The public lectures in Union Theological Seminary are continuing. That on practical religion was given last Monday evening by Principal George M. Grant, D.D., on "Practical Preaching." Other lecturers are to be Dr. F. W. Gunsaulus and the Rev. W. Hay Aitken, the last on "Winning Souls." In the course on Church Unity the next lecture will be on February 10th, by Bishop Potter, on the Chicago-Lambeth Articles; another on March 2d, by Bishop Hurst, on "Irenic Movements since the Reformation"; and another on March 9th, by Dr. A. H. Bradford, on "The Unity of the Spirit, a World-wide Necessity."

....There is considerable anxiety among those interested in Christian work in Cuba as to the result of the change in the commanding officer. General Campos has been well known as liberal in his treatment of religious movements; but his successor, General Weyler, is said to be very rigid, and there are fears expressed that all evangelical work in the island will be stopped. In view of the fact that a special license has to be obtained for every preaching house opened, that the services must be conducted with closed doors, and the windows facing the streets must be barred up above the heads of the passers by, it is easy to understand how thoroughly under the control of the authorities is any religious work whatever.

....The slum work of the Salvation Army has grown up within five years. To-day it includes two children's nurseries, one children's home, one receiving home, five rescue homes and fifteen slum posts, many attended by bands of uniformed soldiers, all having halls where meetings are held. Connected with it are sixty-six commissioned slum and rescue officers. During the past year alone 13,339 hours have been spent visiting the sick; 6,608 little children have been nursed and cared for; 11,806 garments have been stitched and mended and given to children perishing with cold; 13,406 meals have been given to the starving; 637 sick have been cared for; 1,103 meetings held in saloons; 28,138 persons have been personally dealt and prayed with; 54,030 separate saloon and dive visits have been made, and 40,400 families visited.

....In nearly all European countries the Sunday rest agitation has produced some good results. In Germany, where formerly the business houses were closed only a few hours each Lord's Day, they are now by law allowed to be open only a few hours. In many of the Swiss Cantons comparatively rigid laws have been enacted, while in others the old laxness still prevails. In Italy no less than thirty-six cities have passed special Sunday laws since 1892. In France progress has been made, and in Paris there is no mail delivery except in the early hours of the morning, and every post-office official has a Sunday free once a month. In Belgium only those packages and letters are delivered which are not marked "Not to be distributed on Sunday." In Holland no Sunday papers are published. In Norway no alcoholic drinks are allowed to be sold from Saturday afternoon at five o'clock to Monday morning at eight. In Russia the post offices are open for a short time only at 2 P M.

....A year ago the Westchester Presbytery in this State adopted an overture to the General Assembly on the subject of expenses in the administration of some of the Boards of the Church. This was thrown out, and the Presbytery has returned again to the charge with a new overture. It does not make any criticism as to the honesty or fidelity of any Board or officers, but believes that increased efficiency and more economy can be secured by consolidating some of the Boards, aside from the Boards of Home and Foreign Missions. It shows that the Board of Aid for Freedmen administers its affairs at a cost 8.4 per cent.: that of Education 11.2; that of Colleges 23.5; that of Church Erection 12.64, and that of Publication and Sabbath-School Work 22.6. The overture calls for the appointment of a special committee of five to inquire as to the feasibility or advisability of consolidation or of some other means of securing greater economy.

....France has lost a man of great influence and high position in the death of M. Alfred Andre, of Paris, of the well-known banking firm. M. Andre was one of the ablest financiers in the city. Belonging to one of the old families of the Empire, he was a chevalier of the Legion of Honor, a regent of the Bank of France, and had a very high standing in the political and financial world. He was connected directly or indirectly with every Protestant agency in the Republic, and it is said gave annually to five hundred religious and benevolent societies. His homes in the city and in Switzerland were gathering places for Christians of all nations. He was President of the National Committee of the Young Men's Christian Associations of France, and had a share in the erection of the elegant building now occupied by the Paris Young Men's Christian Associations. On the occasion of the decoration of Mr. James Stokes, of this city, as Knight of the Legion of Honor in recognition of his gift of $100,600 to that building, the President of the Republic deputized him to confer the honor.

....A most successful revival has been in progress in the city of Geneva, N. Y., under the lead of Dr. L. W. Munhall. Arrangements had been made for Dr. J. W. Chapman to come, but a serious accident prevented his taking up the work, and a fortunate break in Dr. Munhall's engagements made it possible for him to take up the work. The services were fully attended and with the best results. At a mass meeting of young people between 12 and 25 years of age, 187 expressed their purpose to lead a Christian life. As in other places, one marked effect of the preaching was to rouse Christians to more consistent and aggressive Christian life. One day was set aside as a special day of prayer, and 175 places of business were closed during a portion of the afternoon. In the evening a special service was held for the various military organizations and the Grand Army men. Union Veterans' Union, Woman's Relief Corps, Sons of Veterans and the Artillery Company were provided with reserved seats. On Sunday evening there was a service in the Opera House, which gathered the largest audience ever known in the city at a religious service.

....In France the Cultus, or religious budget, has been reduced fully eight million francs a year since the days of the Presidency of MacMahon, in 1878. In that year it was 53,500,000 francs but for 1896 it is only 45,000,000. The reduction has been caused chiefly by decreasing the salaries of the clergy, the total amount of that reduction being 2,742,495 francs. Then the sum appropriated for the archiepiscopal and episcopal palaces has been reduced from 210,700 to 31,000 francs, that for diocesan buildings from 900,000 to 600,000, and for cathedrals from 1,000,000 to 355,000, and for repairs on churches and parsonages, from 3,150,000 to 1,800,000 francs. The Government has entirely discontinued appropriations for a number of leading churches and seminaries in Paris, which formerly received a total of 1,737,500 francs. For political reasons the 665,000 francs appropriated for French missionaries in the East has been continued. These men are generally and quite correctly regarded as so many representatives of French political interests, and France has the protectorate of the Roman Catholic interests throughout the Orient. This includes the protectorate over the United Greeks, the United Armenians, as also the Chaldean, Syrian, Coptic and Bulgarian United Churches. These missions are supported under the condition that their schools must use the French language as a vehicle of instruction. This, too, explains why the appointment of the Protestant Laroche as Governor of Madagascar has aroused the ire of such clerical journals as the *Univers*, the *Gazette de France*, and others. The latter declares: "In the Orient and in the colonies a Frenchman is synonymous with Catholic, and a Protestant is always considered to be an Englishman, an American or a German, especially an Englishman."

Missions.

NOTES FROM TURKEY.

THE following notes are from various letters received at this office:

Kulleth, a Mesopotamia village with a population of about 1,000 souls, lost her sheep by a raid of the Kurds on the fourth of November, and the next day the village was attacked. The Government came to the aid of the villagers with members of an Arab tribe and succeeded in holding out against the Kurds.

At Geeli, a village of nearly 2,000 inhabitants, the people gathered in the church when attacked by the Kurds on the evening of November 7th. The next morning they surrendered, but were protected by troops in their escape to the city of Mardin. The number of killed, captives and those in hiding was not known, but about one third of the Protestant community were unaccounted for

At Kala'at-el-Marat, a village of 1,500 inhabitants, within four miles of Mardin, the villagers fled with their goods to Dere Zafran, the monastery where the Jacobite Patriarch has his official seat. The next day the village and the monastery were surrounded by the Kurds. The village was entered and what goods had been put into the village church were taken, the doors and windows of the houses even being taken away. The Turkish Government sent 100 soldiers to defend the monastery, together with the villagers, and they were able to hold it against the Kurds.

The villagers from Benabeel, another village in that vicinity, fled to a cave high up in the rocks and maintained themselves there against the Kurds for two days when troops arrived from Mardin and escorted 500 men, women and children into the city, among them being the Protestant preacher with his wife and small children.

At Arabkir and Malatia the Armenians undertook to defend themselves, with the result that the fighting was very severe; but they were overpowered with the loss, so far as can be learned, of 5,000 Armenians in Malatia and certainly 2,000 in Arabkir, while from 500 to 800 Turks were slain. The Protestant preacher and his wife were saved through the kindness of a Turkish officer who was a neighbor. In Malatia Gregorians, Catholics and Protestants gathered together in two churches and fought for their lives until obliged to surrender. One churchful first gave up their arms on condition of being protected, but after that they were surrounded and on the next day very many of them were killed.

Among those killed on the Harpût plain were an evangelist and his wife who had done most noble work in the village until the last moment, altho repeatedly urged to leave. The wife was first killed by a bullet, and her husband had his arms cut off and was then hacked to pieces. One noble woman, whose husband was one of the first killed in the city of Harpût, said: "I am so glad he is gone, and we shall all of us soon follow." The preacher at Keserik was awfully tortured and then killed. In one village thirty men were taken to the Gregorian Church, among them the Protestant pastor. One by one they were asked if they would accept the Moslem faith. On refusing they were killed. The pastor was asked the question seven times, and each time he replied: "I believe in God the Father, Son and Holy Ghost." At another village ten men were taken outside and asked to choose Mohammedanism or die. One of the best women of the place, seeing their fate, said: "Come, let us cast ourselves into the Euphrates and be free." Fifty-five thus chose a watery grave.

Two missionary ladies were in the city of Arabkir just before the massacre. They wished to go to Harpût and repeatedly requested safeguards from the Government. For a long time it was impossible for them to secure the guards, but at last one was given. Many times on the way they were stopped by bands of Kurds but passed through without harm. The day they reached Harpût in safety the attack occurred at Diarbekir, and on the same day the large town of Maden on the Euphrates was destroyed. One of the colporters of the American Bible Society located at Arabkir was called upon to become a Moslem. He raised his hands in prayer, and the Turks cut off both hands with a sword and shot him dead.

The relief work in Harpût, is opening up rapidly, and the money goes faster and faster; but the missionaries cannot begin to keep pace with the needs. On one day came in a list of 396 souls from one village, out of more than twice that number in the village. These are absolutely destitute. Suppose only ten piasters—forty cents—per soul be given to them, that is 3,960 piasters, and this is only one village. How long will ten piasters last them for food, and how can they be clothed?

People are dying of cold and hunger. *At least* £50 a day is needed, and it ought to be £100 because the need is so urgent. Winter is already commenced, and what is to be done in the way of clothing people must be done without delay or they will die. The appeal comes: "Send us more money as fast as you can."

It has been suggested that an attempt be made to get the British Consul at Sivas, who is going to Harpût, to organize relief work in Malatia as he passes through there. There is great distress there, and no one has been able to provide any satisfactory relief yet.

Charities.

DEPENDENT CHILDREN.

THE New York State Charities Aid Association has just issued a report which will be an important contribution to the charitable literature of the day, especially in regard to the present condition and needs of dependent children. The work of the Association by which the Legislature was prevailed upon to divide the former Department of Charities and Correction of this city into two separate departments, and the establishment of the Craig Colony for Epileptics, which was secured by the Association after four years effort, is reviewed at some length, and then follows the discussion of the problem of children under State charge.

In New York City, with a population of 1,800,000, there are 1,800 children dependent on the city for support. That is, one person in every hundred is in the charge of a charitable institution.

In the whole State the number has steadily increased from 14,773 in 1875, to 33,558 in 1894, and during the last year the enormous gain of 2,133 was reported. "No fact in connection with the development of public and private charities in this State, during the past years," says the report, "is more striking than this" This is an increase out of all proportion to the increase in the total population of the State; for while that increased 33 per cent. during these years, the number of dependent children cared for in institutions increased 96 per cent. A more remarkable fact even than this is, that during this time the children placed in families by adoption or indenture instead of increasing in proportion to their own numbers not only relatively but actually decreased.

The greater part of this evil seems to be in the management of the institutions; for while the number of children admitted per year has increased only 27 per cent., the number remaining in the institutions has increased 141 per cent. In this city alone 1,935 children, or 23 per cent. of the whole, have already been maintained as public charges during periods ranging from five to fourteen years. In other words, all these statistics mean that (1) parents are more and more taking advantage of the possibility of giving up the support of their children; (2) the authorities are relatively and actually taking less pains to put the children in families; and (3) children are permitted to remain in institutions in some cases a dozen years or more.

These facts give occasion for the insertion in the report of a valuable and interesting paper by the Secretary, Mr. Folks, on the general subject of the rearing of dependent children in the home or in public institutions. He advocates the former very earnestly for various reasons, which may be briefly summarized as follows:

(1) In the family there is an ever-changing variety of interest; in the institution there is comparatively unbroken monotony. (2) In the family there is a gradual transition from the complete dependence of infancy to a larger measure of freedom and independence, until finally when the young man and young woman leave home they are already prepared to take up the reins of their own lives. (3) In the family the relation between labor and the power to purchase is sharp and clear; in the institution the children have no opportunity to learn the value of money. (4) Particularly in the country family the child develops local relations and attachments which are a safeguard and an assistance in starting out in life. (5) Perhaps the most important feature of family life, and that on which it stands in sharpest contrast with institutional life is the development of the affections.

It is pleasant to add that the Legislature has made a provision whereby a monthly report will be made to the State Board of Charities giving statistics and a statement of the children detained sufficient to enable the Board to detect existing abuses and suggest remedies for future evils.

In another part of the report attention is called to the agency established in 1893 for providing situations in the country for homeless mothers with infants. The old-custom of separating the mother and child is believed now to be very reprehensible, because the moral shock of crushing the maternal instinct is believed to be provocative of the greatest evil to the mother, if not utter ruin, and the baby is almost sure to die. In 1894, in the hospitals of Randall's Island, 149 out of 160 foundlings died.

It will be seen how successful the work of the agency has been when last year 259 mothers with babies found situations, and only eight of the babies died, while 163 of the mothers are still in employment, and many of the other women have returned to their husbands or friends.

Biblical Research.

IN an article in *The Sunday School Times*, Professor Sayce tells of some of the late discoveries in Egypt bearing on the Bible. He begins with inscriptions on some ruins of the Ptolemaic period which contain a medley of names of a much earlier period:

"There are two names which have never before been found on any Egyptian monument, and which possess a special interest for the reader of the Bible. One of these is Kaptar, the Caphtor of the Old Testament; the other is Kasluhet, the Casluhim of Genesis 10: 14. The names of Caphtor and Casluhim have given rise to many conjectures and speculations, which the discovery at Kom Ombo shows to be baseless. We now know that the biblical spelling of the names is exact, and that the attempts hitherto made to explain them must be given up. The name of Kaptar, or Caphtor, ends the first line of the list in the southern corridor, and is preceded by those of Persia, Susa, Babylon and Pontus. The spelling of the two latter names is especially noteworthy. Pontus is represented by Punt, which in the days of the Pharaohs denoted, not a district of Asia Minor, but the coasts of the Red Sea; while Babylon is written Balbal, with an evident play on the Semitic *balbêl* ('to confound'). Kasluhet is the fifth name in the second line of the list, which begins with the people of the Sinaitic peninsula and Syria, and immediately after it comes the name of Zoar. It may be added that in the northern corridor we find the name of Kana'n, or Canaan.

"The excavation of the temple of Luxor has also revealed a geographical name well known to us in the pages of the Bible. In front of the northern pylon or entrance of the temple, Rameses II, the Pharaoh of the Oppression, erected six colossal statues of himself, and recent excavations have shown that on their bases he caused to be engraved the names of the distant lands his armies had overrun or subdued. Among these names is that of Moab—the earliest example of its occurrence outside the pages of the Old Testament.

"Quite as interesting is a discovery recently made by Prof. W. Max Müller in a papyrus which was written in the age of Rameses II. The papyrus contains a sarcastic account of the misadventures met with by a military commander when traveling through Palestine, and is generally known as 'The Travels of the Mohar.' Here the scribe scoffs at the Mohar for not having seen 'Kirjath-anab near Beth-Thupar,' as well as 'Adullam and Zidipusa,' the last of which is placed by Shishak in the south of Judah. Thupar corresponds phonetically with the Hebrew *sopher* ('scribe'), and a careful examination of the text has shown Prof. Max Müller that the name is preceded by a character which ideographically denotes 'scribe.' When we remember that in Joshua 11:21 and 15:50 Anabis associated with Debir, or Kirjath-sepher, it seems clear that the Egyptian writer has interchanged the synonymous terms *kirjath* ('city') and *beth* ('house'), and that the towns he refers to are Beth-anab and Kirjath-sopher. The fact is important, as it is the first mention yet discovered, on a contemporaneous monument, of the famous Canaanitish city which was destroyed by the invading Israelites. Moreover, it proves that, altho the Masorites were wrong in making the second element of the name *sepher* ('a book'), they were right in the general signification that they gave to the name. Kirjath-sopher was 'a city of scribes,' and, therefore, one of those centers of Canaanitish literature and culture which the Tel el-Amarna tablets prove to have existed there."

....In a late number of the *Revue Semitique d'Epigraphie* M. J. Halévy discusses the text of Genesis 21. Briefly summarizing its contents, he then notes the various expressions and words in the Hebrew which call for explanation, or may be made more lucid by a reference to their usage elsewhere. After that he discusses the relation of the text to the narratives preceding it. Its references to these narratives are numerous, and perfectly clear. Verse 1 recalls the promises given in 17: 16, and 18: 14; v. 2 is the echo of 17: 21, and of 18: 14. The name given to the son of Abraham's old age, "Isaac," loses its significance without 17: 17, 19. Verse 7 finds its explanation only in what is said already in 18: 12-15. The term "Egyptian," applied to Hagar (v. 9) points back to 16: 1 Hagar's wanderings in "the desert of Beer-sheba" are explained by what was said in 20: 1, that Abraham "journeyed toward the south country." The references to the preceding narratives in Genesis abound in fact everywhere in this chapter, and certify its unity with the history preceding it. Yet, M. Halévy complains, the critics of the modern schools declare the chapter a conglomerate from the various documents, A, B, C; out of which they assert that our present Genesis is composed. M. Halévy regards this very chapter as not only flatly contradicting their theory, but as in itself sufficient to destroy the whole edifice they have so laboriously raised on the different names "Yahwe" and "Elohim" used for the Deity.

The Sunday-School.

LESSON FOR FEBRUARY 16TH.

THE GREAT HELPER.—LUKE 7:2-16.

GOLDEN TEXT.—They glorified God, saying, That a great prophet is risen up among us.—LUKE 7:16.

NOTES.—"*Centurion.*"—Commander of a hundred men, evidently a Roman, not a proselyte, yet an admirer of the Jewish monotheistic faith. All the military officers in the Gospels are favorably mentioned.——"*Servant.*"—A confidential slave.——"*Sick.*"—Matthew says *palsied*, but that included many diseases.——"*Sent unto him elders.*"—According to an Eastern custom not to make one's own petition, but send influential messengers.——"*He is worthy.*"—Kindly disposed, a good man.——"*Built us our synagog.*"—Not "*a* synagog." This seems to have been the chief synagog of Capernaum, a specially fine one, whose ruins have lately been found.——"*I am not worthy.*"—As a Gentile, from a Jewish point of view. Probably the centurion was half a believer, and was impressed that Jesus was a powerful prophet.——"*I also am a man set under authority.*"—Not only having authority, but under it, understanding both command and obedience. So Jesus could command, and diseases would obey.——"*Go, and he goeth.*"—So it will be if Jesus speaks to disease. Very likely he thought of disease as caused by spirits to be cast out.——"*No, not in Israel.*"—Certainly not in Capernaum.——"*Found the servant whole.*"—Apparently Jesus simply commanded, and did not go further.——"*Soon afterward.*"—Perhaps "the next day" as the Old Version had it, but the Greek text is uncertain.——"*Nain.*"—About twenty five miles from Capernaum, and six miles southeast of Nazareth.——"*Carried out one that was dead.*"—On an open bier, to be buried in the tombs in the hills near by.——"*Much people.*"—People flock to funerals in the East.——"*Fear took hold.*"—Reverence rather than apprehension, for they "glorified God."——"*A great prophet.*"—Like Elijah who raised the dead.

Instruction.—War is very bad business, yet soldiers can be very good men. The centurions of Scripture are all well spoken of. It was a centurion who testified to Christ by the cross, and a centurion whom Peter visited at Joppa.

It is greatly in favor of this centurion that he was tender of his servant. He loved him, and cared for him, and had the principal men of the city go to get the Great Healer to come to heal him. Doubtless he was a good servant, because he had a good master. There would be less trouble now with employés if there were kinder employers, and better children and scholars, if there were better parents and teachers.

We do not need to send any intermediaries to Jesus. We can go to him ourselves. God is our loving Father, and we need not fear our Father.

The centurion's goodness here had its reward. He had gained a good name and character. It tells in trouble.

The centurion, a foreigner, loved the Jewish nation. That is what we ask of our immigrants, that they should love the country and be loyal to it.

The centurion built the church for the people. That was a good deed, and is imitated by those now who build hospitals, or churches, or colleges. We wish there were more of them.

The centurion had learned to obey. It is a chief lesson for all of us. We have to obey some one, and should do it cheerfully. We cannot get a noble character without learning obedience.

The centurion's faith is the wonderful lesson of this story. This is what Jesus especially noticed. The centurion believed that Jesus could cure the sick servant by a word, and that at a distance; and so Jesus did it. It was a wonderful miracle; but not so wonderful as that Roman's faith.

It may be that there are many other people brought up in paganism who will be far ahead, at the last day, of many born in the brightest light of Christendom; for we are told it will be more tolerable for Sodom than for Capernaum.

This was a miracle answering to a pagan's faith. The next is a miracle where there was no faith at all, but only the pity of Jesus for a poor widow, and the word of power which raised the dead. His own heart dictated it, and no request and no faith. Just so is it that Jesus came to the world to save sinners, because he pitied us, and not because of any request of ours. We were dead in sins when he reached his hand to us, and said "Arise."

He that can raise the dead can do anything. Jesus is divine. Jesus is the world's great prophet and Savior. He comes to this world on the same errand that took him to Nain—to raise the dead.

Ministerial Register.

BAPTIST.

BARBOUR, H. H., Lockport, N. Y., called to Columbus, O.
BETTS, O. H., Philadelphia, Penn., resigns.
CROOKS, J. W., St. Cloud, Minn., called to Iowa Falls, Ia.
DIBBLE, J. T., New Canaan, Conn., resigns.
EVANS, F. D., D.D., Milwaukee, Wis., resigns.
FISHER, JAMES, Corunna, accepts call to Chesaning, Mich.
HOLMES, ROBERT, Paterson, N. J., called to Pittston, Penn.
HYATT, J. H., Bethlehem, N. J., resigns.
KELLEY, E. LEWIS, Reynoldsville, Penn., resigns.
LINDSAY, H. S., Columbus, Ky., accepts call to Murfreesboro Ill.
MILLS, ROBERT C., Newton Center, Mass., died January 2nd aged 77.
MOODY, J. W., Sewickley, Penn., resigns.
ROOT, PARLEY D., Woodstown, N. J., resigns.
SKINNER, S. TAGGART, Wayne, Penn., resigns.

CONGREGATIONAL.

BLISS, LEON D., Pittsfield, accepts call to Great Barrington, Mass.
CHAPLAIN, E. G., Boylston Center, Mass., called to Haddam Neck, Conn.
CHILDS, WILLIAM, Watervliet, called to Augusta, Mich.
GREEN, JOHN M., De Kalb, accepts call to Chicago, Ill.
HOLBROOK, AMOS, Colchester, Vt., resigns.
HUNT, THEODORE C., Riverside, Cal., called to Olivet, Mich.
JACKSON, JAMES T., Cornish, N. H., resigns.
McCORD, ARCHIBALD, inst. January 22d, Keene, N. H.
MOORE, A. H., ord, January 22d, Blairsburg, Ia.
REED, JOSEPH H., Oswego, Ill., resigns.
SHAW, GEORGE W., St. Anthony Park, accepts call to Ortonville, Minn.
STACEY, JOHN W., Oxford, accepts call to Webster, Mich.
TATE, WILLIAM J., Brightwood, Mass., accepts call to Lockport, N. Y.

LUTHERAN.

BOYER, M. G., Aitel, Penn., called to West Sandlake, N. Y.
BRAMKAMP, J. M., Newcastle, Ind., called to Bellevue, Ky.
LEATHERS, A., Arnold, Ind., accepts call to Salem, O.
McKNIGHT, H. W., resigns the presidency of Pennsylvania College, Gettysburg, Penn.
RUTHERFORD, W. L., inst. January 19th, Montoursville, Penn.
SIEKER, OTTO, N. Y. City, called to Bayonne, N. J.
SLATER, S. E., Burkittsville, Md., accepts call to Blairsville Penn.
SMITH, I. J., Lewisburg, O., accepts call to Minneapolis, Minn.
TRABERT, G. H., Warren, called to Wilkesbarre, Penn.
TRAUGER, J. C., Minersville, Penn., accepts call to Sumter S. C.

PRESBYTERIAN.

BIGGER, D. D., Tiffin, O., resigns.
BILL, A. W., inst. January 19th, Milwaukee, Wis.
BROWN, PAUL W., Ouray, Col., accepts call to Weyauwega Wis.
BULLOCK, WILLIAM, Fairgrove, Mich., accepts call to Kalida O.
CRANE, FRANK, Omaha, Neb., accepts call to Chicago, Ill.
FROST, C. N., Victor, called to Bath, N. Y.
HOBARD, JOHN B., inst. January 19th, Dearborn, Mich.
MILLER, H. B., Doylestown, O., resigns.
TEWELL, J. R. FENTON, called to Saginaw, Mich.
TYLER, GEORGE P., Lansingburg, N. Y., died January 18th, aged 87.

PROTESTANT EPISCOPAL.

DAMSON, JOHN, Blackfoot, Ida., accepts call to Elko, Nev.
HOWARD, DAVID W., Kansas City, Kan., accepts call to Kansas City, Mo.
RHODES, D. W., Cincinatti, O., accepts call to St. Paul, Minn.
SMITH, A. J., Georgetown, Ky., accepts call to Winton Place, O.

MISCELLANEOUS.

BLACKER, ROBERT, Univ., Bangor, Me., died January 7th, aged 82.
HUSTED, JOHN B., Meth., Watertown, Mass., died recently, aged 92.
MOUND, J. W., Cumb. Presb., Clarksville, Tenn., accepts call to San José, Cal.
SCHMIDT, A. M., German Ref., Pittsburg, Penn., resigns.

Literature.

The prompt mention in our list of "Books of the Week" will be considered by us as an equivalent to their publishers for all volumes received. The interests of our readers will guide us in the selection of works for further notice.

THE FRENCH NEW TESTAMENT REVISED.*

THE basis of all the French versions of the Bible, Protestant and Catholic, is Jaques le Fevre d'Etaple's translation from the Vulgate, published at Antwerp, perhaps as early as A.D. 1512.

The French Protestants started with a version from the original texts by Olivetan, printed first at Neufchatel in 1535, and later, with some revision by Calvin himself, at Geneva. Finally, after having been revised again by the Reformed pastors and professors at Geneva, it took its place in Europe, and became known through its relation to the famous English translation in the "Geneva Bible."

This version was revised by David Martin, pastor of the Walloon church in Utrecht in 1706–'07. His version, revised by Pierre Roque, pastor of the French Church at Basle, in 1736, is still in use, as published by the British Bible Society.

The standard French version is, however, Ostervald's, or, as the name is spelled in the German form, Osterwald's. He was pastor of the Lutheran Church at Neufchatel and published one revision of Martin in 1724 and another in 1744. Several attempts have been made to revise Ostervald with about the same degree of success which was reached by the similar attempts on the corpus of the King James Version here, as, for example, by M. Fossard and other French pastors in 1887, by E. Arnaud, 1858–'65, Louis Segond, 1864–'79, and many others, which, tho no one of them was a distinct success in itself, contributed something to the revision which now again has been undertaken by all the Reformed Churches of France acting in harmony and with good prospect of success.

The volume named below is the provisional Revision of the New Testament, prepared under the direction of the general official Synod of the Reformed Churches of France and by its authority submitted to these churches for examination.

The basis of the revision is the venerable and time-honored translation by Ostervald, which, notwithstanding its many titles to respect and gratitude, is only less in need of thorough revision than our English King James' Version was and in much the same respects, with, however, this very great difference to tell against Ostervald, that it never represented as much of the scholarship, ability and theological belief of the Protestant confessions in France as the English King James' did in its field; and that it had far less of the noble dignity of style to commend it as a work perfect and inspired in itself. In fact, Ostervald's defects were so generally felt as to leave the French Commission free to undertake its revision under fewer restrictions than the veneration of the English-speaking churches for their great possession made it necessary to impose on the English Revisers. The instructions given to them were in substance: Leave us the old Bible; revise it, correct it, but do not touch the old English Bible.

The Reformed Churches in France, on the contrary, for their first point complained that the version they used was not in the language of the present times. Its flavor of antiquity was not of that simple type which inspires reverence, fills the ear with its music, and engages the reader with its plain and perspicuous simplicity. In addition to this, the Ostervald version, in common with all the translations of its time, was not made from the best ancient manuscripts, but from inferior copies. Of course, its author knew no more than any other scholar of those days of the comparative criticism which has now given us such texts as those of Tischendorf or Westcott and Hort, and thrown on the Greek and Hebrew of the Old and New Testaments the light of a hundred and fifty years of such work as was never done before, and which has reconstructed the Bible for the edification of the modern Church, and the corroboration of faith.

The French revision was fairly set on its feet by the general official Synod of the Reformed Church in France, which pronounced in its favor at the reunion at Nantes in 1884, and appointed the permanent Commission which, by its sub-committees, has in ten years brought the work to the point reached in this provisional publication.

Unlike the English Revisers the French Commission settled for its first step on a Greek Text, deciding on that published in Gebbart's Tischendorf (*Novum Testamentum Græce, rescensionis Tischendorfianæ ultimæ textum cum Tregellesiano, et Westcottio-Hortiano contulit*, etc. Oscar de Gebbart, Tauchnitz, Lipsiæ, 1881.) This text, therefore, underlies this revision, and so far brings it into substantial agreement with the English Revised. It was considered best, all things considered, to publish in the first and provisional edition, in the form of notes, a certain number of the best authorized variant readings, and the text of nearly all the passages which were struck out of the Ostervald version, or seriously changed.

The first difference between the French and English revision is the absence of marginal notes from the first. The text in both is divided into topical paragraphs. In the French version the subject of each paragraph is noted in a series of headings which amount to a complete topical analysis. The supplied words are not italicized, but treated as belonging to the text. The pointing of the text presents some effective variations from our Revised; and we note some other instances in which the paragraphing furnishes examples of the French genius for analysis, and preserves better than ours the natural connection of the verses.

We turn next to a few of the more familiar portions of the New Testament where changes would be very seriously felt; for example, to the Lord's Prayer (Matt. 6: 9, and Luke 11: 2). Excepting one change in form, to which our ear is not yet wholly accustomed (*Que ton nom soit sanctifié* for *ton nom soit sanctifié*), the French revisers follow Ostervald in the body of the Prayer. At its end they do not wholly omit the doxology ("For thine is the kingdom," etc.), as our Revisers do, but place it in a parenthesis. They also vary from Ostervald by giving the personal interpretation, as our revisers do, to the old petition, "Deliver us from evil," accepting the rendering, the Evil One. The great petition of verse 12, καὶ ἄφες ἡμῖν τὰ ὀφειλήματα ἡμῶν, is left many degrees below the force given to it by the English word *debts*.

The verse reads in Ostervald: "*Pardonne-nous nos péchés comme aussi nous pardonnous à ceux qui nous ont offensés.*" This substitution of *offensés* for *péchés* is a very questionable improvement, and all the more difficult to explain when we find at the bottom of the page a line notifying us that literally the passage would read: "*tiens-nous quittes de nos dettes comme nous tenons quittes des leurs nos debiteurs.*" In Luke 9 this version, with more reason, retains Ostervald's *péchés* as the rendering of ἁμαρτίας, but again leaves out altogether the idea of debt as an element of sin, altho it is expressed in the Greek in both forms of the prayer, by Matthew in the words τὰ ὀφειλήματα ἡμῶν, and in Luke in the phrase καὶ γὰρ αὐτοὶ ἀφίομεν παντὶ ὀφείλοντι. Comparing with this the revision of Luke, we find the changes in his version of the Lord's Prayer more important. The Greek text is apparently the same followed by our revisers. In both the petitions, "Thy will be done as in heaven, so in earth" and the words "but deliver us from evil," are wholly omitted, as also is the word "our" "before Father" at the beginning of the prayer. For the rest the changes are wholly in that line of simplification which next to the improved readings is the chief merit of the revision. For example, we have '*quand il eut fini*" for Ostervald's ponderous "*après qu'il eut achevé sa prière.*"

In the Sermon on the Mount the French revisers have reworked the old translation in much the same way, with much the same ends in view and to about the same extent. The new version is more modern in form, more direct and simple. However it may have sounded to ancient congregations in France it is now a considerable gain to be allowed to read: "*Heureux ceux qui sont doux*" instead of, "*Heureux les débonnaires.*" Similar remarks might be made on the familiar passage (John 16), where we read "*Je vais vous préparer une place,*" instead of "*Je m'en vais vous préparer le lieu.*" The moot passage of the Three Witnesses (1 John 11: 2), so far as the Greek text goes, is the same as in our version, the interpolations only being removed as corrupt. The ninth verse, καὶ οἱ τρεῖς εἰς τὸ ἓν εἰσιν, is translated "*et ces trois sont d'accord,*" which excludes the idea of the numerical unity of the Trinity, as does also the English revision, "and the three agree in one."

The whole passage (Mark 16: 9–20) is, however, printed entire, tho separated, from the rest with a broad line and marked with the note—"*L'évangile de Mark se termine ici dans les deux plus anciens manuscrits*"—precisely as in our Revised, except that the English Revision has no note.

In such a passage as Romans 5, the changes are greater and more important, to the sense as well as to the simple force of the passage. So in the great assertion of the doctrine of the κένωσις, Philippians 2: 5–8. The improvement on Ostervald is even greater than in the English Revised; "*ne s'en est pas prévalu pour être egal à Dieu*"; he did not make a point of his equality with God. So the ἑαυτὸν ἐκένωσεν is more vividly rendered by the French revisers "*s'est dépouillé lui même*" than by the English "humbled himself."

These illustrations might be greatly extended; but they have been carried far enough to show our readers what this new revision is. First of all it stands simply and systematically on the basis of the best Greek text which has yet been achieved; and this is an almost immeasurable gain, and more than can be said of the English Revised. Hardly less important is the gain in simplicity which brings the version nearer to what the English Bible has always been, the people's book, or rather the great book in which prince and peasant meet together in a common speech which is equally plain, equally noble, and equally rich in meaning to them both.

We shall now await with interest the solution of the still more difficult problems presented in the revision of the Old Testament.

* LE NOUVEAU TESTAMENT DE NOTRE SEIGNEUR JÉSUS-CHRIST. VERSION D'OSTERVALD. *Revision préparée sur l'invitation du Synode Général Officieux par la Commission Synodale des Versions Bibliques pour être soumise a l'examen des eglises et des synodes particuliers.* Berger-Levrault et Cie, *Editeurs.* Paris: 5, Rue des Beaux-Arts; Nancy: 18, Rue des Glacis.

RECENT VERSE.

The White Snake, and Other Poems. Translated from the German into the Original Meters. By Madison Cawein. (Louisville: John P. Morton & Co. $2.00.) With an excellent photogravure portrait of Mr. Cawein, this beautifully printed book must please at first sight. It is a large duodecimo, on heavy paper, bound in red. Mr. Cawein's ready command of words and his sensitiveness to all that is rich in word-coloring give him a fine advantage when he essays poetic translation. Many of the German pieces here Englished are excellently rendered into fluent, often gorgeous, imitation of the original meters and phrasings. Upon the whole, Mr. Cawein's work is well worthy of the beautiful garb given it by the publishers.

Poems and Stories in Verse. By Mary E. Bryan. (Atlanta, Ga., Charles P. Byrd.) The author of this little book has been long known as one of the best journalistic writers of the South, and we have seen, now and again, fiction from her pen. This is her first volume of verse, and it contains some pieces of true poetry, strong in thought and artistically finished.

Vespertilia. By Rosamund Marriot Watson. (Chicago: Way & Williams. $1.50.) There is a smack of sophisticated honey, none the less sweet for being cleverly adulterated, in these highly colored flowers—artificial flowers. It is an acquired taste, but not a bad one, by which the nectar of such honeyed words is brewed and liked. We plead guilty to a fondness for it. It is a distinct luxury.

Song Favors. By C. W. Dalmon. (Chicago: Way & Williams. $1.25 net.) This little book contains several pieces of poetry singularly charming. Art is quite apparent and yet the touches of nature are lifelike, and there is a fragrance in some of the lines very fresh and gratifying. A smack of Anacreon, toned down to the recollections due to a mug of Devonshire cider and the smell of leafy places in the country, are well worked into the happy rhymes. "Cuckoo Days" is a genuine out-of-doors song, hearty and musical with the notes of April.

The Death-Wake, or Lunacy: A Necromaunt in Three Chimeras. By Thomas T. Stoddart, with an Introduction by Andrew Lang. (Chicago: Way & Williams. $1.50.) We estimate Mr. Lang's introduction to this volume as richly worth the price of the whole work, merely as an example to be conned by students of literature who aim at lightness of touch. As for *The Death-Wake* itself, there is precious little in it, as Mr. Lang well knew when he spoiled the collectors' corner by reprinting it. But the publishers have made a beautiful book, and Mr. Lang has touched it with his pen-nib's witchery.

Old Time Memories, and Other Poems. By Ira E. Sherman. (The Author. $1.00.) Readers of THE INDEPENDENT remember pleasantly some of the pieces in this pretty volume, as they first appeared in our columns. Mr. Sherman writes straight to the simple and homely sentiments of the human heart. Many of his pastoral touches are as fresh and sweet as new hay or hillside berries.

A Christmas Canticle. Saints' Day Ballads and Sundry Other Measures. By E. H. Stafford. (Toronto: The Author.) In this little book, "A Ballad for St. Alphege's Day," is the one fine thing, a good, strong ballad with the ring of true poetry in it.

Songs Chiefly from the German. By J. L. Spalding, Bishop of Peoria. (Chicago: A. C. McClurg & Co. $1.25.) With varying success Bishop Spalding has translated a large number of choice lyrics from the German, and the publishers have made a beautiful book to hold them. We could point out many a pretty turn of thought and many a fine poetic conceit among the pieces. There are a few from Hugo; but the translator is better with his German than with his French.

The Story of Azron. By Alice Wellington Rollins. (Bronxville, N. Y.: The Author. $1.50.) A touching story told in smooth and effective blank verse by an accomplished poet. The little volume is prettily printed and has for frontispiece a picture of Daniel C. French's group: "Death and the Artist."

Leaves of the Lotus. By David Banks Sickels. (New York: J. Selwin Tait & Sons.) This attractive orange and blue book, with its sign of the elephant and its heavy paper, printed only on the left page of each leaf, contains thirty-two short poems, all pleasingly musical and touched here and there with something quite unusual.

Love and Laughter. By James G. Burnett. (New York: G. P. Putnam's Sons. $1.25.) Mr. William Winter's graceful and generous introduction to this volume of boyish feeling gives the whole a just appreciation in the phrase, "vivacious feeling and verbal grace." If the author had been spared to mature his life, we doubtless should have had from him a fulfilment of the promise here recorded.

Songs of Night and Day. By Frank W. Gunsaulus. (Chicago: A. C. McClurg & Co. $1.50.) Eloquence of a very musical sort, picturesque thought, decorated with phrasing which sometimes fairly shoots forth rays of rainbow colors, and a pure, high aspiration informing every line, are the chief features of these poems. Dr. Gunsaulus is a man of power. He is not a great poet, but he is a "delightful doer of rhymes and rhythms," that go to the good parts of the understanding and sweetly linger there.

In Clover and Heather. By Wallace Bruce. (New York: William Blackwood & Sons.) Mr. Wallace Bruce has a way of disarming criticism and capturing sympathy. While his art lacks a great deal, his heart overflows, and it is a big, true, loving heart. He dashes his lines with a dew of human tenderness; he flings out large, careless buffeting sentimentalities, and thrills us with masculine passion expressed in feminine terms. In the largest sense his poetry is popular, patriotic, and almost elementary. It has been his aim to

> "strike the universal note
> Of love and faith and liberty."

Behind the Arras. A Book of the Unseen. By Bliss Carman. (Boston: Lamson, Wolfe & Co. $1.50.) Readers of THE INDEPENDENT need no bush to guide them to

the good flagons of poetry by Mr. Bliss Carman. Not many young imaginations have shown the strength, suppleness and intensity which mark the source of *Behind the Arras*. Here is a poet distinctly gifted and peculiarly distinguished. His song is authentic; it wears the badges of genius. But we would not overpraise. Mr. Carman has serious faults, and they will master him if he does not soon master them. He is writing too much and pruning and culling too little. Let him do all the pot-boilers that he must; but it would be better to keep them out of his books. The publishers have done beautiful work in the making up of this book, which contains some charming pieces.

Leisure Lines. By Helen Chaffee. With illustrations by Noble Ives. (Franklin, O. $1.00.) Some funny dialect and some quaint conceits class this little book with what has come to be peculiarly American in verse. An autograph letter from John G. Whittier is used as a foreword. The author's portrait serves as frontispiece.

The Rose of Dutcher's Coolly. By Hamlin Garland. (Chicago: Stone & Kimball. $1.50.) The author is fortunate who can have his book made up and put forth by publishers who are willing and know thoroughly how to do their work. This volume is a delight. Paper, printing and, indeed, everything furnished or done by the publishers, could not be improved upon. As regards Mr. Garland's part of the work, it is strikingly unequal. We could extract from it a story of half the length which would be a distinctly superior piece of fiction; but the process would most probably eliminate what Mr. Garland considers the strongest and most valuable elements of his production. At all events, it is evident, even to the running reader, that Mr. Garland has strenuously labored to distinguish his craftsmanship by making it rude, coarse, brutal and plebeian in its most prominent manifestations. It is never very hard for the reasonably intelligent reader to discover what lies between the lines of a book. In *The Rose of Dutcher's Coolly* the author's aim is not hidden. Plainly he has chosen animal coarseness, and chosen it defiantly, as his source of appeal to his audience. The early chapters of the story are flagrantly low in their purpose, and just miss being obscene in some of their gross allusions. But Mr. Garland's sin against taste is not the well worn French passion for illicit love scenes; it is rather the choice of vulgarities which have an indecent and, so to say, barnyard coarseness. His style frequently partakes of the spirit and form necessary to brutal frankness dealing with subjects distasteful to common refinement, and he seems all the time to assume obtrusively that this sort of blatant frankness is a prime merit. Tolstoi has wrecked the sweetest genius of our time, and it would seem that the same influence is in a fair way to wreck the genius of Hamlin Garland. It certainly is a false note with which the art, if we may call it art, of the present novel is made different from some others of Mr. Garland's writings. Obviously wrought in imitation of Flaubert and Zola and Tolstoi, the book falls far short of its models and rings with a cheap, gruff and shallow rusticity. It has no style, no fascination, no beauty. Evidently Mr. Garland looks upon beauty as inimical to truth; he is afraid that he could not be a realist of the advanced order were he to recognize anything not ugly and evil, and hit or miss he is bent upon being a realist. The picture of life in the great Middle West contained in *The Rose of Dutcher's Coolly* is about as true as the picture of a woman with a cancer on her face would be true to the feminine countenance of our country. Rose, the heroine, is a girl, born on a farm in Wisconsin, of parents represented to be fairly above the rustic average. She is described as wonderfully beautiful; but her early surroundings were atrociously indecent. She was reared as a goat or a swine is reared, and she ran absolutely naked in the cornfields just for fun! But she goes to school, leads her class, and finally makes her way to the State University, thence to Chicago on literature intent and finally marries an old, bald-headed, cynical, newspaper man. The story has its fine points, its flashes of true and strong description, its occasional gleams of dramatic fire, and its scattered leaves of natural beauty; but the whole is hopelessly rough, uncouth, swaggering in its attitudes, plebeian in its taste and vulgar in its meaning. Foreigners who do not know our country will, if they chance to read this book, say: "To be sure, this is just our view of American life. That people should be so crude, dirty-minded and ill-mannered only in the great Republic is but legitimate." Rose is ogled and leered at by brakemen and "sex maniacs" wherever she goes, and she herself poses nude before her chamber glass and passionately regards her own form. But we cannot go further. We have felt that this book demanded serious review. Not that it has dangerous moral fascination or offers an example of insidious style; it is singularly lacking at both points. The only features giving it prominence are its coarseness and the insistance with which life in the great Middle West is made, by both instance and inuendo, to appear grossly indecent in spirit and rudely animal in substance. We think that no intelligent mind can be led astray by Mr. Garland's theory of art and life. He uses a club and makes ugly faces; his audience may dodge; but it will never believe in him, and will instinctively take the other side.

A Little Tour in America, by S. Reynolds Hole, Dean of Rochester (Edward Arnold, London and New York, $1.00), is an entertaining memorial of the genial Dean's recent visit to this country. Written in frank good feeling, it would seem to be equally well adapted to the reading public in England and America. Dean Hole knows how "to put yourself in his place," and writes from a standpoint of sympathetic appreciation; except of Chicago, to which he conceived an aversion, and of the American "universities and colleges not in communion with the Church to which I belong," where he confesses his "happy satisfaction" was "greatly diminished." Harvard seemed to him lamentably lapsed from the old basis, "*Christo et Ecclesiæ*," and our public education in a bad way religiously. Boston gave him his great shock, not with the city, but with a touch of its journalistic amenities. His stories are frequent and good. He draws them out of others, and never fails with a fresh one of his own. The floriculturist's passion and the Englishman's love of horses put to their mettle, crop out here and there: but the instinct which carries a man where life is brightest, most strenuous and best worth living never fails. A book like this is sure to be worth reading despite its mistakes, which in the case of an author who had to rely so much on what was told him and what he caught and carried away from casual conversations, could not be few. His long comparative vocabulary of American and English words and pronunciations requires correction in almost every item. *In'quiry* for *inqui'ry* is not an accepted pronunciation, tho it may be a too common vulgarism here. *Goloshes* in this country are very rarely called *gums* away from Philadelphia or *goloshes* anywhere, but *rubbers* or *overshoes*. Children are not *raised* here except in the South. Generally they are *brought up*, as they are in England. We regret to say that Americans do not exclaim *Oh my!* with any regularity, but are very apt to fall into the English *Goodness gracious*, or even *Well, I never*. *Tenderloin* is not our word for *beefsteak*, but a definite kind of beefsteak, not much known in England. We say *immediately* and *at once* quite as often as *right away*, and have as much serious objection to *quite a while* as a synonym for *some time* as the Dean himself. As to *póppa* and *mómma* for *papá* and *mamá* they would not bring a boy to grief here as soon as in England, but they are not accepted. With us *cut wood* does not go by the name of *lumber*, tho deal boards do. To *donate* for to *give* is a swell phrase here as it is in England. A *race track* is more common than *speed track*. *Bank notes* have not given place to *greenbacks*, and *tenderfoot* is only a piece of Western slang which the American sense of humor has added to the choice list of *spooney*, *greenhorn* and *nincompoop*, which Dean Hole gives as the English equivalents. We can assure him that all three thrive vigorously in the American vernacular. The genial Dean's delight in flowers, florists and roses was great. He was in New York during the upheaval of 1894, and fell then under the potent spell of Dr. Parkhurst. He took a few brief peeps at the public system of education, has much to say about the railways, and writes a very amusing chapter about newspapers. His lecture engagements, under the auspices of Major Pond, take him about the country here and there, and introduce him to much of the best and soundest American home life, all of which left its wholesome impression, and is described with vivacity.

The Secret of an Empire. The Emperor Napoleon III. By Pierre De Lano. (Dodd, Mead & Co. $1.25.) The original of

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this translation by Mrs. Helen Hunt Jackson has been before the French reading public two or three years, and is pretty well known. The author's position and what he had to say were defined in his "Empress Eugénie" and "The Court of Napoleon III." *The Secret of an Empire* disclosed in this volume was, therefore, pretty well blown abroad in advance, at least so far as the malign influence of the Empress, the existence of a Court party devoted to her and the moribund condition of the Emperor were concerned. As to the Empress we have nothing here to match what already was known, that as long ago as the peace of Villafranca in 1859, its unsatisfactory features were forced on the Emperor by the Empress, who, as Regent in Paris, had actually ordered the reserves back from the frontier, in her Ultramontane belief that hostilities had proceeded far enough against Austria and Rome. Mr. De Lano is always ready with full explanations from inspired authorities to account for all that occurs. He is ready even with ample excuses for the crime of December 2d, the *coup d'etât*. Unfortunately these apologies will not always bear examination. His account of the causes which led to the Franco-Prussian war in 1870, for example, are contradictory. There may be some basis for the opinion that on the part of the Court there were dynastic reasons which led them to invite war as an offset to the growing popularity of the Orleanist princes; but the more potent motive was the hope of restoring the French prestige in Europe, which was believed to be greatly impaired since Sadowa. M. De Lano approaches the truth again and again, and as often shies off with some perverse exclamation. His account of the famous Benedetti incident is curiously distorted. He virtually repeats the story published by Benedetti in 1871, in *Ma Mission en Prusse*, and throws on Bismarck the responsibility of a misrepresentation of what occurred between Benedetti and William at Ems, which the French Minister, the Duc de Gramont, published at Paris with the deliberate intention of inflaming France, and forcing the Emperor's hand. With M. De Lano, the Empress and Bismarck are the malign powers who account for all the miscarriages of the Second Empire. The parade of inspired authorities, usually concealed under an initial letter, goes on unceasingly through the book, and is pleasantly varied with recitations stranger than fiction, like that of Count von Arnim, in his negotiation for the payment of the war indemnity, being overcome by an old sweetheart, the daughter of the Marquis de la Rochelambert, who sat by him a few momonts on the staircase to the ministerial cabinet, and kept him up to the promise extorted under those dignified circumstances by rattling the door through which he passed for his interview with M. Pouyer-Quertier, the French Minister. Verily this is "fiction in a dream of passion."

Miscellanies of Rev. Thomas E. Peck, D.D., LL.D, Professor of Theology in the Union Theological Seminary in Virginia. Complete in three volumes, Vol. I containing his more Popular writings and Lectures. Selected and arranged by the Rev. T. C. Johnson, D.D. (The Presb. Committee of Publication, Richmond, Va. $2.00.) Dr. Peck was too well known among the churches of the Southeastern States of the Union to require any introduction from us. The editor of the present volume has reversed the usual order and printed the more popular and miscellaneous parts of the author's literary remains first. The papers presented, however, relate to matters of importance, and are discussed by Dr. Peck with force, dignity and seriousness. Dr. Peck was a man of unshaken faith. He wrote and spoke and lived on that level. He accepted Calvinism with almost as much submission as the Bible. Perhaps we should say that the Calvinistic rendering of the Bible was to him the Bible. Dr. Finney is mentioned in this volume as "the Pelagian revivalist." He had the true Covenanter's distrust of liturgies and of the introduction of art or art ideas into church construction or church worship, "The Congregationalists of the North" who "presume to call themselves Presbyterians" give him his note of warning. His allusion is not altogether clear; but we suppose he refers to a certain Presbyterian church in Rochester which, under a brilliant Congregational minister, set up for itself an order or Directory of Worship. Instrumental music in private use he allows to be lawful, but before "apparatus of this sort" is introduced into the public worship "there must be a covenant to do it; and before such a covenant can be righteously made, the Word of God must be consulted; a thing it would be well for those to do who laugh . . . at their brethren for seeing any *principle* in the matter." This is the language of a strong man who has the courage of his opinions, who expresses them with great boldness, but in a rational honesty which commands respect and interests us. The real watchword of the volume as now published should be *thorough*. There are plenty of people to laugh at the stern consistency of its reasoning, and, possibly, in some communities there may be few who would not laugh at them. We venture to think that a man who loves righteousness and fears God might easily find a better thing to do. We add that the best possible discipline we have to prescribe for flippant scorners of this type would be the serious study of works like these. They might learn something of the hight and depths of divine truth. Two volumes are to follow.

Marriage a Covenant not Indissoluble; or, The Revelations of Scripture and History. By the Rev. J. Preston Fugette. (Cushing & Co., Baltimore.) It is not easy to reply to the argument presented in this treatise. It has no squint toward laxity, but is written with the honest intention of strengthening the bonds of wedded life, and in that intention dedicated to "The National Divorce Reform League." The author's point is that there is nothing in the nature of marriage, nor in the law, human or divine, on which it rests, which makes it indissoluble in cases where it is found to defeat its own ends. He argues this against the Roman Catholic Church, which pronounces divorce for whatever cause unlawful, and against the Protestant Episcopal Church, which permits it only on the one ground of strict adultery. Our author would have divorce granted in the spirit of our Lord's words, and not in the literal interpretation of the one cause assigned by him. His chapters review the subject in all its relations in a very bright and pithy way, and in the conviction that his position makes for purity in the home and the realization of the ideals of wedded life. He proposes a constitutional amendment establishing a national arbitration board to settle matrimonial disputes. Whew!

The Journal of a Spy in Paris During the Reign of Terror, January-July, 1794. By Raoul Hesdin. (Harper & Brothers. $1.25.) This Journal is given to the public with no account whatever of the manuscript from which it is said to be taken or the authority on which it rests. Who "Raoul Hesdin" was the editor assumes not to know, and insinuates that the name may have been invented as a blind. What he was the reader has to conjecture from the *Journal* which, so far as we can see, contains little that is new or important, except, perhaps, the assertion that "famine and the dread of famine" give the clew to the horrors of 1794; and the revolting account of the painter David, "his hideous countenance with a great swelling on one cheek, the reflection of his hideous heart," employing himself in the prisons making drawing studies of the agonies of the dying. As to the rest, such as the aggravation of suffering by the socialistic measures of relief, it might easily be written up. So of the other economic details.

A Japanese Marriage. By Douglas Sladen. (New York: Macmillan & Co. $1.25.) In this story Mr. Sladen has attempted to picture English life in Japan. Certainly he has succeeded in making a very entertaining novel, whatever may be thought of the particular "views" of life here and there set forth in the work. Some of the descriptive passages are notably fine, and there is never any lack of picturesque scenes and decorative incidents. Perhaps the best part of the book is that in which the experiences are English and in England. Here Mr. Sladen writes with a firm hand strongly and well. After reading this story one has vivid impressions of life in Australia, Canada, Japan and England, all of which would seem to be good proof that *A Japanese Marriage* has been written with power.

The Age of Dryden. By R. Garnett, L.L.D. (New York: Macmillan & Co. $1.00.) This latest volume of "Handbooks of English Literature," edited by Professor Hales, is a condensed and lucid piece of work, presenting Dryden and his literary English contemporaries fairly and well to the student's comprehension. The period covered is that between 1660 and 1700, a period of great interest in the history of English literature. While completeness is impossible within the compass of so small a work. Dr. Garnett has overcome the difficulties of narrow limitations, and has shown a happy command of his materials. His criticism is strong, sound and clear, his arrangement of matter admirable. The book has a good general index.

The Life of the Lord Jesus. By Mrs. Louise Seymour Houghton. (The Bible Study Publishing Co., New York. 75 cents.) This volume is intended as an aid to the study of the Gospel History of Jesus Christ. As such it was prepared in connection with the Blakeslee Lessons of the Bible Study Union, and published week by week in the Sunday-school Department of *The Evangelist*. The whole series proving useful enough to promise to be of permanent value, has been revised and to a large extent rewritten. It is written with a modest purpose, on a modest plan, which is limited to the requirements of Sunday-school instruction and Bible-class students. For such students and for this purpose it will be useful.

Vacation Rambles. By Thomas Hughes (New York: Macmillan & Co. $1.75.) This is a delightful book, in which the author of "Tom Brown's Schooldays" has permitted his "*Vacuus Viator*" letters to the *Spectator* to be collected. Easy writing is, in this instance, easy reading. From 1862 to 1895 Mr. Hughes has been skipping nimbly over the globe's surface, and what he has seen is pleasingly adumbrated in his letters. Europe and America were never studied by a more sympathetic and superficial traveler. He is frank, off-hand, good-natured and sometimes right. His letters are good reading for a mind at leisure, and open to familiar remarks.

The Scribners publish a convenient manual of *Window and Parlor Gardening. A Guide for the Selection, Propagation and Care of House Plants.* By N. Johnson Rose. The art and, as it will appear to some who have failed in it, the mystery of house plants are developed point by point with a full Part on the selection of them and lists of suitable plants given and discussed. The illustrations are numerous and good, and drawn in black and white by the author.

Micaire. By Robert Louis Stevenson and William Ernest Henley. (Chicago: Stone & Kimball. $1.00.) This is a pretty book. Nothing is lacking in its make-up. As to the contents, called a "Melodramatic Farce," there is not much to be said beyond praise of its style here and there. Too often it sinks into tiresome whimsicality.

A Man's Foes. By E. H. Strain. (New York: Ward, Lock & Bowden. $1.25.) This romance of the siege of Londondery is well worth reading a second or third time for its quaint and leisurely style of story-telling, as well as for the stirring tale itself.

Hildegarde's Neighbors, by Laura E. Richards (Boston, Estes & Lauriat, $1.25), is a lively story for young people who like out-of doors life and plenty of fun. Girls especially will be delighted with it. It is good, wholesome reading.

LITERARY NOTES.

THE *Revue des Deux Mondes* is sending Paul Bourget to Japan for impressions, while Pierre Loti is to go to Persia and India.

....Mr. Francis Bellamy, for nearly six years one of the editors of *The Youth's Companion*, is now on the staff of *The Ladies' Home Journal*.

....*Harper's Bazar* will publish during this month and March "Mrs. Dee's Encore," a serial novel by E. Irenæus Stevenson, of THE INDEPENDENT. Its scenes are laid in a fashionable boarding house in New York City.

...."Suggestions for Reading on Social Reform," by Francis Watts Lee, of the Boston Public Library, is the title of a small tract reprinted from *St. Andrew's Cross*, by the Church Missions House, 281 Fourth Avenue, New York, in which more than eighty works on the subject are specified and commented on.

....Miss Guiney's appeal in the matter of Henry Vaughan's grave seems to have been successful. Mr. Herbert E. Clark writes to *The Athenæum* that the matter has been taken "in hand, the tombstone is to be repaired and the grave cleaned, turfed and kept in good order henceforth"; and he thanks cordially those friends who have contributed to the fund.

....Fifty-two years ago the Young Men's Christian Association was started by a company of twelve young men, in London. At the fiftieth anniversary of this meeting the founder was knighted by Queen Victoria. A sketch of the origin and growth of the Association from a dozen to half a million members, by the founder, Sir George Williams, will appear February 9th in the *Sunday School Times*.

....Two of our best magazines this month lead off with articles that concern Marylanders. In *Harper's* Stephen Ronsal tells of "The New Baltimore," its institutions, its public buildings, benefactors and distinguished citizens, while in the *Century* magazine John Williamson Palmer writes of "Certain Worthies and Dames of Old Maryland," a dozen of whose portraits are reproduced. Another most interesting illustrated article in the same issue of the *Century* is that of Kenyon Cox on the renowned French artist, Puvis de Chavannes.

....It just so happens that at the same time with the appearance of Bielschowsky's Goethe biography an exceptionally fine Schiller biography also left the press. This is the "*Schiller, dem deutschen Volke dargestellt*," by J. Wychgrams. It contains 48 photographic and autotype illustrations and 206 woodcuts. The publishers are Velhagen & Klasing, in Leipzig. The entire wealth of detailed researches that have been made in reference to Schiller in recent years are utilized here. In general it is written in a more popular style than the Goethe biography.

....We have had the words "booklet" and "sermonet" forced upon us in spite of thunder from lovers of good English. It is to be hoped that the Lippincotts will not succeed in introducing "volumette," however dainty the little book may be which they thus announce. Had the editor of *Lippincott's Monthly Magazine* but run his eye over the announcement that word would never have seen the light. Dr. Bird is doing a good service to other magazines besides his own by his valuable lessons for contributors in the art of writing English. In his last article he treats of punctuation, italics and of "the overworking of that humble but indispensable word *and*."

....From Leipzig we hear of the death of Philip Reclam, the founder and publisher of the "Reclam Universal Library," and one of the fathers of popular literature in Germany. His well-known series, founded in 1867 to be somewhat after the order of "Bohn's Standard Library," grew until it included the classic, romantic and popular books of all times and all ages. The volumes were sold at ten cents apiece. The translations were of the best, and the little books handy for the pocket neatly dressed, and the typography excellent. The series now numbers 4,000 volumes, and a good and useful copy of anything from Goethe and Æschylus to nearly any novel of the better class could be found in it. It has been said of Reclam that he made the German people book buyers. His father was a notable bookseller before him, and his son will carry on the enormous business of the house.

BOOKS OF THE WEEK.

A Tale of Two Cities and The Mystery of Edwin Drood. By Charles Dickens. Illustrated by H. K. Browne and Luke Fildes. A Reprint of the Edition Corrected by the Author in 1867, with an Introduction, Biographical and Bibliographical, by Charles Dickens the Younger. 7¾x5¼. pp. xvi, 565. New York: Macmillan & Co. $1 00

François-Séverin Marceau, 1769-1796. By Captain T. G. Johnson, I.S.C. 7¾x5¼. pp. xiv, 341. The same. 2 00

Socrates, and Athenian Society in his Day. A Biographical Sketch. By A. D. Godley, M.A. 8x5¼. pp. 232. The same. 1 75

The Love Adventures of Al-Mansur. Translated from the Original Persian, by Omar-El-Aziz. Edited by Archibald Clavering Gunter. 7¾x4¾. pp. 219. New York: The Home Pub. Co. Paper. ..... .

His Cuban Sweetheart. A Novel. By Col. Richard Henry Savage and Mrs. Archibald Clavering Gunter. 8x6, pp. 255. The same. . 1 00

The Theology of the Apostles Peter and Paul, in their Own Words. By Augustus Schultze, D.D. 7¾x5¼. pp. xi, 137. Bethlehem, Penn: The Comenius Press. 1 00

The Suicide Club. By Robert Louis Stevenson. 6¾x4, pp. 175. New York: Charles Scribner's Sons 0 75

The Love Affairs of a Bibliomaniac. By Eugene Field. 7¾x5¼. pp. 253. The same. 1 25

The Art of Putting Questions. By W.T.Young. 7x5¼. pp. 65. Syracuse, N.Y.: C.W. Bardeen. Paper. 0 15

An Outline Study of United States History. By Harlow Godard. 7¼x5, pp. 143. The same. 0 50

The Claims of Greek. By Professor Lees. 8¼x5¾. pp. 15. The same. Paper. 0 25

Old Stories Retold. With 59 Original Illustrations. By Paul Pinner. 7x6, pp. 64. The same. 0 25

Report of Wealth, Debt and Taxation at the Eleventh Census, 1890. Part II, Valuation and Taxation. J. Kendrick Upton, special agent. 12x10, pp. 654. Washington: Government Printing Office. .....

Sixteenth Annual Report of the United States Geological Survey to the Secretary of the Interior. 1894-5. Charles D. Walcott, Director. In 4 parts. Part III. Mineral Resources of the United States, 1894. Metallic Products. David T. Day, Chief of Division. 11¼x, pp. 646. The same. .....

Studies of Childhood. By James Sully. M.A., LL.D. 8½x5½. pp. viii, 527. New York: D. Appleton & Co. 2 50

Old Faiths and New Facts. By William W. Kinsley. 7¾x5, pp. 345. The same. 1 50

The Story of the Solar System. Simply told for General Readers. By George W. Chambers, F.R.A.S. With 28 illustrations. 6¾x4¼. pp. 188. The same. 0 40

The Lost Stradivarius. By J. Meade Falkner. 7¾x5, pp. 239. The same. 1 00

Appleton's Library Catalogue. 9x6, pp. 319. The same. Paper ....

Stanhope of Chester. By Percy Andreæ. 7¾x5, pp. 285. Chicago, New York: Rand, McNally & Co. Paper. 0 50

The Fat and The Thin. By Émile Zola. Translated, with an Introduction, by Ernest Alfred Vizetelly. 7¾x5¼, pp. 314. New York, Chicago: F. Tennyson Neely. Paper..... $0 50

Mary Magdalen. A Chronicle. By Edgar Saltus. 7¾x5¼, pp. 254. New York: United States Book Co. Paper..... .....

Sermons for Festival Days. By L. H. Gotwald, D.D. With an Introduction by D. H. Bauslin, D.D. 8x5¾, pp. xi, 437. Cincinnati: Wittenberg Pub. Co..... 1 25

A Harmony of the Life of St. Paul. According to the Acts of the Apostles and the Pauline Epistles. By Rev. Frank J. Goodwin. x6¾, pp. 240. New York: American Tract Society..... 1 75

The German Conquest of England. Reminiscences of a Volunteer. 8¼x5¾, pp. 77. Chicago: Way & Williams.....

NEW PUBLICATIONS.

APPLETONS'

Popular Science Monthly.

FEBRUARY.

Principles of Taxation. II. By DAVID A. WELLS, LL.D., D.C.L.

Describes the systems of China and Japan, and shows that taxation has received scant attention in history or literature.

Lord Salisbury on Evolution. By HERBERT SPENCER.

Shows how a prime minister may stumble when he strays into unfamiliar fields.

The Study of Inheritance. I. By Prof. W. K. BROOKS, LL.D.

An examination of the views of Francis Galton as set forth in his well-known books.

Biographical Sketch of Andrew Dickson White, first President of Cornell, ex-Minister to Germany and to Russia, and now a member of the Venezuelan Boundary Commission (with Portrait).

OTHER ARTICLES ON

THE SMITHSONIAN INSTITUTION, II—ACTIVITIES OF THE INSTITUTION (illustrated); THE EFFECT OF PROLONGED DROUGHT UPON ANIMAL LIFE; GATHERING NAVAL STORES (illustrated); IMITATION AMONG ATOMS AND ORGANISMS; NATURAL FEATURES OF VENEZUELA (illustrated); SUGGESTIBILITY, AUTOMATISM, AND KINDRED PHENOMENA. III; THE STAMPING OUT OF CRIME; THE YOUNG DRAUGHTSMAN (illustrated); PROFESSIONAL INSTITUTIONS, X, SCULPTOR; EXPIRED AIR AND PROBLEMS OF VENTILATION.

EDITOR'S TABLE; SCIENTIFIC LITERATURE FRAGMENTS OF SCIENCE.

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By JAMES SULLY, M.A., LL.D., Professor of Philosophy of Mind and Logic, University College, London, author of "Outlines of Psychology," "The Human Mind," etc. 8vo. Cloth, $2.50.

Prof. James Sully's delightful Studies of Childhood, some of which have appeared in the Popular Science Monthly during the past year, are now issued in book form. They make an ideal popular scientific book. Written by a psychologist, whose other works have won him a high position, these studies proceed on sound scientific lines in accounting for the mental manifestations of children, yet they require the reader to follow no laborious train of reasoning, and the reader who is in search of entertainment merely will find it in the quaint sayings and doings with which the volume abounds.

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By WILLIAM W. KINSLEY, author of "Views on Vexed Questions." 12mo. Cloth, $1.50.

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ON CHURCH UNITY.—February 10th.—The Right Rev. Bishop Henry C. Potter, D. D., LL.D., on "The Chicago-Lambeth Articles." Monday, March 2d.—The Rev. Bishop John F. Hurst, D.D., LL.D., on "Irenic Movements Since the Reformation." Monday, March 9th.—The Rev. Amory H. Bradford, D.D., on "The Unity of the Spirit, a World-wide Necessity." Amission free, without Ticket.

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Financial.

THE SILVER CERTIFICATE.

IN 1878 there was enacted what is known as the "Bland" or "Bland-Allison" act, authorizing the coinage of at least $2,000,000 per month of full legal-tender silver dollars. The maximum amount of coinage in any one month was fixed by this law at $4,000,000, but the minimum amount was not exceeded. It is worth recalling the fact that the law was passed over the veto of President Hayes.

The silver dollar then ordered to be coined was identical with that of the law of 1837, and has often been referred to by advocates of free coinage of silver as the "dollar of our daddies." Prior to 1878 there were coined in all only 8,045;838 of these dollars. Shortly after the Act of 1878 went into operation, it was found that it was extremely difficult to get the dollars into circulation, owing to their great bulk, and also owing to the popularity of the paper form of money, which was one of the results of the War. Consequently Congress authorized the issuance of "silver certificates," similar in principle to the gold certificates authorized during the War. These "certificates" are in a sense mere "warehouse receipts," redeemable in the coin deposited against them, and are not a legal tender for private debts. Otherwise they have full powers for all purposes.

This method of forcing silver into circulation proved entirely successful. The paper representative of the silver dollar was taken very readily, as the following table will show. It gives year by year, from 1878, the volume of silver certificates outstanding on June 30th. We add the figures for January 1st, 1896:

SILVER CERTIFICATES OUTSTANDING.

(Approximate.)

1878.....	$2,000,000	1888.....	$229,000,000
1879.....	3,000,000	1889.....	263,000,000
1880.....	12,000,000	1890.....	302,000,000
1881.....	51,000,000	1891.....	314,000,000
1882.....	67,000,000	1892.....	332,000,000
1883.....	89,000,000	1893.....	331,000,000
1884.....	121,000,000	1894.....	337,000,000
1885.....	140,000,000	1895.....	329,000,000
1886.....	116,000,000	1896 (Jan. 1)	345,000,000
1887.....	146,000,000		

The important thing to remember is that these notes represent simply silver dollars actually coined and held in the Treasury for their redemption, and that these notes are not redeemable in anything else. From the table given above it is clear that an enormous amount of silver is thus in circulation in the form of paper, which would never otherwise be in circulation. This is the first and most serious count in the indictment against the silver certificate. It was not to be supposed that the banks would open their doors to this new kind of money very readily, and from the first they discriminated against it by tacit agreement not to use it for their Clearing House payments. They endeavored—or at least the principal banks in the reserve cities did—to keep it out of their vaults, and use it only for "till money" for payments of small sums over the counter. In this they were unwittingly aided by Congress, which, in 1886, ordered the issue of silver certificates in denominations of $1, $2 and $5, the lowest denomination previously being $10. Prior to this Congress had tried to force the National banks to accord to the silver certificate full rights for all purposes; but, of course, failed. All that could be done was to prohibit any National bank from being a member of a Clearing House which refused to receive silver certificates in payment of balances. As the "boycott" against these was tacit and by mutual agreement of the banks themselves, the efforts of Congress were unavailing.

Thus it happened that the silver certificate immediately became the principal portion of the nation's "pocket money" and small change. The largest part of the whole issue was carried about by the people in its pocket, only finding its way at times to the Treasury for redemption in new certificates. The Treasury was always able to get rid of its stock of silver certificates by supplying them in small denominations for shipment to the West

and South at the time of the movement of crops, when the need for money was considerable. The banks always contrived to keep down their holdings of these notes, and the circulation apparently absorbed them in a satisfactory manner, thanks to scientific manipulation of denominations by the Treasury Department.

In spite of all the discussion in regard to silver, in spite of the tremendous fall in the price of silver, this country was able to keep afloat something like $420,000,000 of silver money, without any alarm on the part of the public, simply by means of the silver certificate which acted as a convenience and a disguise. As long as the silver certificate remained in active circulation and in everybody's pocket, no one objected to receiving it, and it did not become concentrated.

The premium upon gold and "legal tenders," which has ruled for three weeks in connec ion with the bond issue, however, at once made very apparent the essential difference between the silver certificate and other Government paper money. Directly the premium was bid, the process of sorting out the "legals" began everywhere, and the silver certificate suffered by contrast. Country banks having to remit to New York, remitted in silver certificates; bullion brokers who sold gold and greenbacks at a premium received silver certificates therefor, and at once "legal tenders" disappeared from circulation, leaving only silver certificates and National Bank notes. The banks found that they could not afford to take silver certificates on deposit from a customer, and pay his checks in "legal tenders," silver certificates, as already noted, not being in use at the Clearing House for payment of balances.

Consequently there is now a scurry on all sides to get rid of silver certificates, and the banks are willing to make concessions of various kinds to any one who will take silver certificates off their hands. Bullion brokers have offered them in large blocks at a slight discount against checks on Clearing House banks. Nobody wants them, altho they still fulfil all ordinary purposes except the payment of private debts, and the dollars which they represent will fulfil the latter office to any amount.

The people have hitherto had no practical demonstration of the inferiority of the silver dollar or the silver certificate to other kinds of money, owing to the care which has been taken by all to keep this class of money out of first hands, so to speak, and in active circulation. The present demonstration, therefore, is highly important and worthy of note. It is to be hoped that the lesson may be clear enough to be of some practical use, and it would, perhaps, be a good thing if a sharp discount were quoted on the silver certificate as against other forms of paper money. That would bring home to everybody the fact that silver money is not good money.

MONETARY AFFAIRS.

THE number of business failures in the United States during three weeks of January, reported by *Dun's Review*, was 404 against 354 last year. The liabilities during this period amounted to $17,800,000 against $10,600,000 in the same period of 1895. The increases are important, and ought to be rightly understood. A good many concerns which weathered the financial storm of a year ago have been carried along in weakened condition. Had times been good many af these would have successfully re-established themselves; but the tight money market and the extreme tension imposed generally upon business interests by political disturbances, materially increased the crop of failures. This was expected, and those best informed upon the general state of credit are surprised that the number and volume of failures was not greater. Considering the extraordinary strains against which business has had to contend during the first month of 1896, it is astonishing that such disasters have not been more serious. The test, however unwelcome it may have been, has effectually demonstrated the sound condition of business interests, as well as the thoroughness of liquidation. To this extent, therefore, there is excellent basis for renewed confidence. On every hand there are signs of improvement. Foreign relations are daily becoming more friendly; the contentious spirit is abating; Europe shows less distrust of our securities; our foreign trade is getting into more natural shape; gold is coming this way; our debts to Europe are smaller than usual; railroad earnings show excellent increases; securities are rising, and trade and industry, tho very dull, show a ready responsiveness to encouraging conditions which affords genuine satisfaction. The bond issue will be an assured success as far as concerns the amount of subscriptions, tho at this writing there is some doubt about the bids being as high as expected. The effect of the loan upon the money market was fully anticipated, as shown by the disappearance of the premium on gold before the close of last week, serious derangement having been averted by adopting the installment plan. The first call takes up about $22,000,000 of gold, and as the surplus reserve amounts to nearly $40,000,000 some loss of legal reserve may follow; but this, too, is so well understood that no uneasiness is felt. All things considered, there is reasonable ground for indulging in more hopeful views concerning the future. There is only one serious hindrance to business revival, and that is the reckless game of politics being played at Washington, and the danger that it may yet throw the country upon a silver basis or unnecessarily embroil us in international complications. Unfortunately, this state of affairs seems likely to prevail, unless wise statesmanship asserts itself, or the intelligent forces of the country rise up and refuse to longer tolerate political foolery. The vote of the Senate on silver it is quite unnecessary to say will tend to delay a return of confidence notwithstanding the result was no surprise.

Activity on the Stock Exchange was checked pending the bond issue. Prices showed a general recovery, which was partly due to the prevalence of a more hopeful feeling, and partly to the operations of one or two speculative leaders on the bull side. The most important event previous to the bond issue was the completion of the anthracite producers' agreement, which caused a strong market for the coal shares in spite of the fact that the annual reports of the Lackawanna and the Delaware and Hudson companies showed that they had failed to earn dividends lately paid. This agreement was brought about by Reading accepting 20½% of the tonnage instead of the 21% which it has persistently claimed, and which was as persistently refused. The concession by Reading is supposed to have been due to pressure by the bankers who have charge of the company's reorganization. The agreement on percentages was quickly followed by an agreement to restrict February production to 2,500,000 tons, compared with a product of 3,133,000 tons in 1895. Prices were also advanced 30c. per ton for stove coal, and proportionately for other sizes. The most encouraging and substantial feature of the railroad situation is the steady increase in railroad earnings. In the third week of January 78 roads reported an increase of 8½%; and in the second week 80 roads reported an increase of over 14%. It is true that these comparisons are made with a poor season last year; but, making full allowance for this fact, the returns are satisfactory, and show that merchandise is moving more freely and at better rates than last year. There have been attempts to break the trunk line agreement by large Western shippers who are sending goods for export via Southern and Northern routes to a considerable extent; but this was anticipated by the trunk line managers, and seems to have had no effect thus far Reorganization plans are proceeding with more facility. Over 90% of Reading securities are said to have been deposited with the reorganization bankers, and Northern Pacific affairs have been simplified by the unification of receiverships through a decision of the Supreme Court. The market was but slightly affected by the Senate's silver vote. The result was expected and accepted as one of the series of struggles of the silver advocates before before final defeat. There is strong hope that the next Senate will be for sound money, tho the approach of a Presidential election is likely to cause a good deal of trimming and confuse the outlook. It is quite certain that the silver vote did not raise any of the bids for the new loan. At this writing the market is waiting in suspense for the results of the latter. Money rates are easier, and time loans quoted at 5½@6% for three to four months on choice collateral. Commercial paper rates are 6@7% for sixty to ninety day indorsed bills receivable.

The following is a comparison of the averages of the New York banks for the last two weeks:

	Feb. 1.	Jan. 25.	Increase.
Loans	$447,143,700	$447,859,900	*$717,200
Specie	76,845,900	76,160,900	685,000
Legal tenders	85,389,300	83,952,800	1,436,500
Deposits	490,447,200	489,740,800	706,400
Circulation	13,799,000	13,810,500	*11,500

The following shows the relation between the reserve and the liabilities:

Specie	$76,845,900	$76,160,900	$685,000
Legal tenders	85,389,300	83,952,800	1,436,500
Total reserve	$162,235,200	$160,113,700	$2,121,500
Reserve required against dep'ts.	122,611,800	122,435,200	176,600
Surp. reserve	$39,623,400	$37,678,500	$1,944,900

*Decrease.

The condition of the legal reserve of the Associated Banks at this date of each of the last five years was as follows:

Feb. 2d, 1895—Surplus	$36,751,500
Feb. 3d, 1894—Surplus	111,623,000
Feb. 4th, 1893—Surplus	18,654,000
Feb. 6th, 1892—Surplus	37,441,425
Feb. 7th, 1891—Surplus	20,242,675

Transactions at the Clearing House for the week:

Clearings week ending Feb. 1st	$506,420,630 36
Clearings week ending Jan. 25th	510,040,404 66
Balances week ending Feb. 1st	33,669,225 74
Balances week ending Jan. 25th	27,148,165 38

GOVERNMENT BONDS.

Government bonds were quoted as follows:

	Bid	Asked.
2s	95⅛	..
New 4s, Registered	112	114
New 4s, Coupon	112	114
4s, Registered	107	108
4s, coupons	108⅛	110
New 5s, Registered	111	112
5s, coupons	111	112
Currency 6s, 1897	102	..
Currency 6s, 1898	104	
Currency 6s, 1899	107	..

CITY BANK STOCKS.

The following table gives the last quotations of city bank stocks, together with their latest sales:

Banks.	Sales.	Bid.	Asked.
America	325	300	....
American Exchange	170	170	....
Bowery	291	240	265
Broadway	230	232½	....
Butchers' and Drovers'	145	215	....
Central National	120	115	120
Chase National	225	500	....
Chatham	325	300	....
Chemical	4,205	....	4,300
City	462	450	....
Citizens'	135	....	138
Columbia	250½	....	....
Commerce	200½	200	205
Continental	130½	125	....
Corn Exchange	298	290	....
East River	138	130	150
Eleventh Ward	275	200	....
Fifth	255	....	....
Fifth Avenue	3,230	2,700	....
First National	500	2,700	....
First National of S. I.	116½	120	130
Fourteenth Street	170	170	....
Fourth National	182	180	....
Franklin	70	....	....
Gallatin National	307½	290	....
Garfield National	140	300	325
German American	113	110	120
German Exchange	360	116	
Germania	400	400	425
Greenwich	175½	....	190
Hanover	311	300	320
Hide and Leather	94	....	110
Hudson River	150	155	....
Importers' and Traders'	530½	....	550
Irving	142½	130	....
Leather Manufacturers'	182½	175	....
Liberty	116	119	125
Lincoln National	670	680	....
Manhattan	210	200	....
Market and Fulton	230½	200	....
Mechanics'	194½	186	....
Mechanics' and Traders'	140	....	150
Mercantile	179½	....	182
Merchants'	137	132½	138
Merchants' Exchange	115	110	....
Metropolitan	1½	1	5
Metropolis	435	415	440
Mount Morris	190	115	....
Murray Hill	220	....	....
Nassau	155½	150	....
New Amsterdam	180	180	....
New York	230	230	....
New York County	580	580	....
New York Nat. Exchange	108	100	125
New York Produce Ex	120	....	....
Ninth	117	115	....
Nineteenth Ward	145	125	130
North America	140	135	....
Oriental	200	....	205
Pacific	187	185	200
Park	275	273	280
People's	249	....	....
Phenix	104	103	105
Republic	151	148	....
Seaboard National	168	167	....
Second National	350	...	485
Seventh National	113½	115	....
Shoe and Leather	90	92½	....
Sixth	315	300	....
Southern National	141	100	140
State of New York	111½	108	110½
Third National	105	105	....
Tradesmen's	95	90	102
Twelfth Ward	125	....	125
Union	192½	185	....
Union Square	195	200	....
United States National	175	175	....
Western National	110	110	112
West Side	....	275	...

INDUSTRIAL SECURITIES.

Reported by C. I. Hudson & Co., No. 36 Wall Street:

Name of Co.—	Last Div. p. s.	When due and payable.	Bid.	Ask'd.
Am. Bk Note Co.	$1 p. s.	Q. M. Dec., '95	42	43
Am. Type F. Co.	..	....	3⅛	4
do. preferred	2	May, 1893	19	23
Barney & S. Car Co.	..	....	19	..
do. preferred	2	Q. M.	68	75
Blackwell's D. T. Co.	3	J. & J. July, 1895	12½	..
*Bklyn W. & W'house Co. 1st 5s	..	F. & A., 1895	99½	100
Celluloid Co.	1	Q. M., Sept. '95	62	67
Claflin (H. B.) Co.	1½	Q. M., Sept., '95	94	99
*do. 1st, preferred	1	Q. F., Oct., '95	95	100
*do. 2d, preferred	1½	Q. F., Nov., '95	95	100
Eppens, S. W., Co.	2	Q. F., Nov., '95	75	90
Hecker,-J. J. Mill. Co.	..	....	15	..
do. preferred	2	Q. M. Sept., '95	74	78
do. 1st mtge.	6	M. & S., 1922	98	100
Herring, Hall, M. Co.	4	June, 1893	3	5
do. preferred	2	Q. M. Mch., '94	20	22
Lorillard (P.) pfd.	2	Q. J. Jan. '96	105	108
Mich. & P. Car Co.	4	October, 1893	11	15
do. preferred	1	November, '95	50	52
do. 1st mtge	5	M. & S., 1912	80	90
N. Wall Paper Co., pf.	2	Quarterly	55	70
Postal Tel. & Cable	..	....	83½	84½
Proctor & Gam. Co.	12	An. Aug.	..	180
do. preferred.	2	Q. J., Oct.	..	158
*do. 1st mtge	6	J. & J. 1940	..	..
Standard Oil	3	Q. M., Dec., '95	225	226
Singer M'f'g Co.	5	Q. J. Oct. '95	225	..
Trenton Potteries	5	February, 1893	3	8
do. preferred	2	Q. M. June, '94	34	37
Trow Directory	5	....	..	40
Wagner Pal. Car Co.	..	8 pc. an. m'thly	155	..
W. Union Beef Co.	1½	November, '95	8	8½
Worthington (Henry)	..	....	10	13
do. preferred	3½	M. & N., Nov., '95	73	78½

*And interest.

BANK STOCKS.

The sales of bank stocks for the week ending February 1st, were:

Commerce	200½	Mechanics & Trad'rs.	140
Fifth	255	Merchants'	137
Franklin	70	Park	275
Leather Manuf'ters.	182½	Western	110

FOREIGN EXCHANGE.

The market was dull and featureless, with a steady tone.

Messrs. Brown Brothers & Co., quote actual rates as follows:

Sixty days	4.87½
Sight	4.88½-8¾
Cables	4.88¾-9
Documentary for payment	4.86½-7
Commercial, long	4.87½-7¾

FINANCIAL ITEMS.

....The Bank of the Manhattan Company in declaring its 179th dividend, has increased the rate from 3½ to 4%.

....There has been considerable gossip and many rumors afloat that the New York, New Haven and Hartford was seeking to buy the Boston and Albany road, but President Clark says there is no truth in it nor the slightest foundation for such a report. It is intimated that it is not impossible that the New York Central might like to secure the control of the Boston and Albany.

....As showing the timidity of investors, it may be noted that for three or four weeks immediately following the President's message on the Venezuelan question there were almost no transactions in New York City bank stocks and few in investment securities at the Stock Exchange. A better feeling now prevails.

....The Proctor & Gamble Company, of Cincinnati, O., shares its profits with its employés under certain conditions favorable to them, and twice a year it has a meeting of the employés of the company at which the dividend is distributed, a report of the trustees is made, speeches enjoyed, and a generally pleasant time is indulged in. This year the semiannual meeting was held on the third of February.

....The *New York Tribune*, of January 28th, under the title "A Prosperous Banking Company," says:

"The Middlesex Banking Company, of Middletown, Conn., is advertising to pay its debentures due on February 1st and August 1st, 1896. This company offered in November to pay its December and May debentures. In December it offered to pay

ts January and July debentures. Now it is offering to pay its February and August debentures. A corporation which is able to do what this company is doing appears to be worthy of confidence."

....Major Alexander Shaw, chairman of the Finance Committee of the Baltimore and Ohio, and who has direct charge of the financial arrangements of the company, says the formation of the Baltimore and Ohio Northwestern is under consideration. In addition to the Pittsburg and Western, the Pittsburg, Cleveland and Toledo, and the Pittsburg, Painsville and Fairport, the new system will include the Valley Railway of Ohio and the Akron and Chicago Junction Railway.

....Minister Denby, our representative at Peking, writes the State Department that the Chinese Government is about to undertake the building of a line of railroad, and that they have determined to exclude foreign capital and foreign material altogether. There is much superstition existing in China against railroads, as is shown by the fact that a short line built several years ago was destroyed by the natives soon after its completion, and the line at present contemplated, running from Tien-Tsin to a point within eight miles of Peking, is not allowed to enter the city, as the natives believe that the "sacred precincts of the imperial residences should not be contaminated by the unholy presence of the modern locomotive."

....The affairs of the Northern Pacific Railroad are gradually assuming better shape, the latest intelligence being that Justices Field, Harlan and Brewer, of the United States Supreme Court, have decided:

"That the Circuit Court for the Eastern district of Wisconsin has jurisdiction to proceed to a decree of foreclosure which will bind the mortgagor company and the mortgaged property and ought, therefore, to be recognized by the Circuit Court of every district along the line of the railroad as the court of primary jurisdiction; and that proceedings in the latter courts while protecting the rights of local creditors, should be ancillary in their character and subordinate to the proceedings in the court of primary jurisdiction. In expressing these views we are not to be understood as passing upon the proposition advanced in argument, but not necessary to be here considered, that it is competent for a Circuit Court of the United States, by consent of parties, to foreclose the mortgage of a railroad no part of which is within the territorial jurisdiction of such court."

The meaning of this decision is that all of the courts along the road are subservient to Judge Jenkins's court at Milwaukee, and that the Milwaukee court has jurisdiction over the entire system in the matter of receivership. It has been stated all along that a large majority of the interests involved would be satisfied with the designation of the Milwaukee court as the responsible tribunal and the one by which the receivers for the entire line should be designated.

BANKING HOUSE
OF
Henry Clews & Co.,
11, 13, 15 and 17 Broad St., and 35 Wall St., New York.
(MEMBERS OF THE NEW YORK STOCK EXCHANGE.)
LOCAL OFFICES
(Connected with private telegraph wire to the Head Office):
1123 Broadway and 202 Fifth Avenue, corner Twenty-Fifth Street;
621 Broadway, corner Houston St. (Cable Building);
87 Hudson Street (Mercantile Exchange Building);
16 Court Street (opposite City Hall), Brooklyn, L. I.
(Private Telegraph Wires to Philadelphia, Baltimore, Washington and Chicago.)
A General Banking Business Transacted.
Deposit accounts received from corporations, business firms and individuals subject to cheque on demand. Interest allowed on all daily balances, and credited monthly.
Certificates of Deposit issued, payable on demand, or at a fixed date, bearing interest.
Dealers in U. S. Bonds and other Prime Investment Securities.
Orders executed on the New York Stock Exchange for Stocks and Bonds at the usual charge of commission for cash, or carried on margin on favorable terms.
CORRESPONDENCE INVITED.

NICE HOME.
350 ACRES. Lays well, some timber, large lot wood, good orchard, good buildings on good road, near Richmond, good neighborhood, good water. Will divide. Write for *Free* Catalogue.
R. B. CHAFFIN & CO., Inc., Richmond, Va.

Guaranty Trust Co.
of New York.
Formerly New York Guaranty and Indemnity Co.
Mutual Life Building.
65 CEDAR STREET, N. Y.
CAPITAL, - - - - - - $2,000,000
SURPLUS, - - - - - - $2,000,000
ACTS AS TRUSTEE FOR CORPORATIONS, FIRMS AND INDIVIDUALS, AS GUARDIAN, EXECUTOR AND ADMINISTRATOR. TAKES ENTIRE CHARGE OF REAL AND PERSONAL ESTATES.
INTEREST ALLOWED ON DEPOSITS
subject to check or on certificate,
WALTER G. OAKMAN, President.
ADRIAN ISELIN, JR., Vice President.
GEORGE R. TURNBULL, 2d Vice President.
HENRY A. MURRAY, Treas. and Sec.
J. NELSON BORLAND, Assist. Treas. and Sec.
DIRECTORS.
Samuel D. Babcock, Adrian Iselin, Jr.,
George F. Baker, Augustus D. Juilliard,
G. S. Bowdoin, James N. Jarvie,
Frederic Cromwell, Richard A. McCurdy,
Walter R. Gillette, Walter G. Oakman,
Robert Goelet, Alexander E. Orr,
George Griswold Haven, Henry H. Rogers,
Oliver Harriman, Henry W. Smith,
R. Somers Hayes, H. McK. Twombley,
Charles R. Henderson, Frederick W. Vanderbilt,
William C. Whitney,

LETTERS OF CREDIT. | INVESTMENT SECURITIES.
BROWN BROTHERS & CO.,
BANKERS, No. 59 WALL STREET, New York.

United States Trust Company
Nos. 45 and 47 WALL STREET, N. Y.
CAPITAL AND SURPLUS
ELEVEN MILLION DOLLARS
This Company is a legal depository for moneys paid into Court, and is authorized to act as guardian, trustee or executor.
INTEREST ALLOWED ON DEPOSITS,
which may be made at any time and withdrawn after five days' notice, and will be entitled to interest for the whole time they may remain with the Company.
Executors, administrators, or trustees of estates religious and benevolent institutions, and individuals will find this Company a convenient depository for money.
JOHN A. STEWART, *Pres.* GEORGE BLISS, *Vice Pres.*
JAMES S. CLARK, *Second Vice Pres.*
HENRY L. THORNELL, *Secretary.*
LOUIS G. HAMPTON, *Assistant Secretary.*
TRUSTEES.
SAMUEL SLOAN, WILLIAM ROCKEFELLER,
D. WILLIS JAMES, ALEX. E. ORR,
JOHN A. STEWART, WILLIAM H. MACY, Jr.,
JOHN HARSEN RHOADES, WM. D. SLOANE,
ANSON PHELPS STOKES, GUSTAV H. SCHWAB,
GEORGE BLISS, FRANK LYMAN,
WILLIAM LIBBEY, GEORGE F. VIETOR,
JOHN CROSBY BROWN, WM. WALDORF ASTOR,
EDWARD COOPER, JAMES STILLMAN,
W. BAYARD CUTTING, JOHN CLAFLIN,
CHARLES S. SMITH, JOHN J. PHELPS,
DANIEL LORD.

Iowa Loan & Trust Co.,
DES MOINES, IOWA.
Capital - - - $500,000 00
Surplus and Undivided Earnings - - - 307,235 96
Total Assets - - 4,894,735 22
The Company offers its 5½% Debentures. Write for description.

W. N. COLER & CO.
Bankers.
MUNICIPAL BONDS.
No. 34 Nassau St., New York.

PAYMENT OF DEBENTURES.
The Middlesex Banking Co.,
MIDDLETOWN, CONN.,
will pay at its office, December 1st, the Debentures of *Series 22, $50,000.*
Due December 1st, 1895.
ALSO PREPAY
Series 30 and 31, $144,000.
Due May 1st, 1896.

WESTERN MORTGAGES
DEFAULTED AND OTHERWISE,
Bought for Cash.
CHAS. EGBERT 45 Milk St. Boston Mass

EDWARD E. POOR, President; STUYVESANT FISH, Vice President; JOSEPH T. MOORE, Vice President; GEO. S. HICKOK, Cashier; EDW. J. BALDWIN, Ass't Cashier.
The National Park Bank of New York.
Capital..... $2,000,000
Surplus..... 3,000,000
Extensive Safety Vaults for the Convenience of Depositors and Investors.
Entrance only through the Bank.
DIRECTORS: Joseph T. Moore, Stuyvesant Fish, George S. Hart, Charles Sternbach, Charles Scribner, Edward C. Hoyt, Edward E. Poor, W. Rockhill Potts, August Belmont, Richard Delafield, Francis R. Appleton, John Jacob Astor, George S. Hickok, George Frederick Vietor.

YAKIMA VALLEY,
STATE OF WASHINGTON.
On Ten acres of irrigated land, an income can be made of from $1,200 to $2,000 per year. The finest peaches, pears, prunes, plums, apples and apricots, grains, grasses, vegetables, and vine fruits, are raised, greater in quantity and of better quality than can be grown anywhere. Irrigation makes one independent of a drouth, insures a crop, and also a profit on one's labor and investment. The Yakima Valley has a healthy and delightful climate. There is good society, schools and churches, and a first class market.
Maps, pamphlets, and other information furnished FREE upon application.
Write to
C. W. MOTT,
General Emigration Agent, N. P. R. R
St. Paul, Minn.
W. H. PHIPPS,
Land Commissioner, N. P. R. R.

IOWA FARM MORTGAGES
Are safe and do not default. Conservative investors are invited to examine. Interest and principal net to lender. Twenty-four years' business and no loss. The highest references. Send for descriptive pamphlet.
ELLSWORTH & JONES,
321 Chamber of Commerce Bldg., Chicago.
First National Bank Bldg., Iowa Falls, Ia.

DIVIDENDS.

LINCOLN NATIONAL BANK.
NEW YORK, January 22d, 1896.
DIVIDEND.—The Board of Directors has this day declared a quarterly dividend of TWO AND ONE-HALF (2½) PER CENT. on the capital stock of this bank, payable February 1st.
Transfer books will remain closed until that date.
W. T. CORNELL, Cashier.

FARRAGUT
Fire Insurance Company,
No. 346 Broadway.
NEW YORK, January 14th, 1896.
THE BOARD OF DIRECTORS HAVE this day declared a Semi-Annual Dividend of THREE PER CENT., payable on demand.
SAMUEL DARBEE, Secretary.

COMMERCIAL.

GENERAL TRADE is very dull, but indications of improvement are multiplying. A very important relief is the easier condition of the money market; the restraints necessarily imposed by the banks previous to the bond issue having put a heavy damper upon business transactions. The market for commercial paper is still limited; but the worst of the pinch was passed last week, and less stringency is expected in the future. A better feeling has been imparted by the successful attempts to check demoralization by trade combinations of much importance. Influential railroad men feel better, owing to the new trunk line agreement which recently went into effect. Coal producers have at last reached an agreement to regulate production and advance prices; while the iron trade is being stimulated by the combinations which have control of the prices and output of coke and ore. In these three important interests there is a distinctly more hopeful feeling. Cotton was quiet with a declining tendency. The condition of the dry-goods market is unfavorable to cotton and, with both home and foreign demand showing even a larger diminution than receipts, agreements for higher prices had little effect. The demand for cotton goods is not yet up to expectations, and manufacturers are beginning to complain of lessened profits. Wool is firm in sympathy with the London sales, but buyers are slow in taking hold. Wheat advanced 3c. for cash under strong foreign advices and in spite of the heavy increase of Western receipts, but other cereals were unchanged. The inquiry for boots and shoes is limited, the manufacturers find some encouragement in lower prices for hides and leather.

BANK STOCKS
Bought and Sold by
HARVEY FISK & SONS,
24 Nassau St., New York.

Vermilye & Co.,
BANKERS,
Pine and Nassau Streets,
NEW YORK CITY,
Dealers in Investment Securities.

Lay by
for a
Rainy Day
a few dollars a month in a Chicago lot—a Cottage in a year,—a Mansion in Ten,—a Fortune in Twenty.
Our free book will give you a hint.
CAMPBELL INVESTMENT CO.,
624 New Stock Exchange, Chicago, Ills.

SECURITY, CONVENIENCE, PRIVACY.
The Safe-Deposit Vaults
OF THE
NATIONAL PARK BANK,
214 Broadway,
OFFER
exceptional facilities for the safe-keeping of securities. Boxes of all sizes and prices.
Large, light and airy rooms for the use and convenience of customers.
Entrance only through the Bank.

READING NOTICES

TO OUR READERS.

WE still have on hand a limited number of copies of the extra edition of January 2d containing "The Churches in 1895," being a report of the condition of all the denominations of the United States, which we can supply at the rate of ten cents each.

We beg to thank our friends for their efforts in securing new subscribers and for their own renewals.

Particular attention is called to the very liberal terms given below; and we wish to add that a very large number of our subscribers renew their subscriptions for two years, sending us five dollars, or for five years, paying ten dollars, thus very materially reducing the cost.

TERMS OF SUBSCRIPTION.
One number (one week) 10 cents.

One month	$ 25	Six months	$1 50
Three months	75	Nine months	2 25
Four months	1 00	One year	3 00

CLUB RATES.

Two years to one subscriber	$5 00
One year each to two subscribers	5 00
Three years to one subscriber	7 00
Three subscribers one year each	7 00
Four years to one subscriber	8 50
Four subscribers one year each	8 50
Five years to one subscriber	10 00
Five subscribers one year each	10 00

In clubs of Five or More, $2.00 each. Single Copies, 10 cents.

The above rates are invariable.

Single copies over 6 months old, 25 cents.

"TRIAL TRIP" one month, 25 cents.

THE INDEPENDENT is not sent to subscribers after their paid time has expired. We will, however, take pleasure in continuing the paper to any subscriber who does not find it convenient to remit at the expiration of his subscription, upon receiving a request to that effect.

NEW YORK'S WONDERS.

THERE are a thousand and one readers of THE INDEPENDENT who make a custom of coming to New York City once or twice a year on pleasure or business bent, it being the metropolis of the country where all things good, bad and indifferent center; and it is here in New York that every one must come in order to see things as they really exist. New York is so confident of her supremacy that she does not need to take in additional territory, neither does she need to vaunt herself through the public press; her position is admitted by the world. There are here a good many notable institutions whose reputation has become so general throughout the United States that they have become household words. This fact was brought to our attention forcibly and notably by a recent call upon Messrs. Hilton, Hughes & Co., the successors to A. T. Stewart & Co., whose palatial establishment occupies a block at Broadway, Ninth to Tenth Streets, running through to Fourth Avenue. Even this tremendous structure does not accommodate the establishment, as they hire additional buildings in different parts of the city for the storage of goods, for manufacturing purposes, etc. It seems particularly fitting that the successors of A. T. Stewart should be Hilton, Hughes & Co. Judge Hilton for many years was the intimate, confidential adviser of A. T. Stewart, and his son, Colonel Hilton, naturally succeeds to the business. We look upon Hilton, Hughes & Co. as great public benefactors, in that they have the ability to do so much for the people of the United States in dispensing everywhere goods, wares and merchandise of all sorts and descriptions which, coming from the establishment of Hilton, Hughes & Co., carry their own guaranty. Not satisfied with being the great distributing agents for New York City and a radius of a hundred miles or so thereabout, they have in operation one of the most complete mail order departments of any establishment in the country. By means of this would-be purchasers living in the most remote portions of the country can order by mail and be absolutely certain of as great satisfaction as were they present at the establishment in person. Our friends, the thousand and one readers of THE INDEPENDENT, when they make their visits to New York, count just as much upon visiting the house of Hilton, Hughes & Co. as they do of Central Park, the Brooklyn Bridge, or the great libraries, picture galleries, or any other object of interest.

THE fiat has gone forth, and, coming from the source from which it does, it must be obeyed, that ginghams are going to be the popular article of wear the coming spring and summer. But don't let any one imagine for a moment that they are the old-fashioned ginghams; they are the up-to-date, twentieth century gingaams. There are now a number of manufacturers who make many beautiful colored combinations; one, the Parkhill Manufacturing Company of Fitchburg, Mass., snow in their Parkhill goods for '96 such contrasts as green and ox-blood, red barred with violet, with several fine cross stripes in pale blue, yellow and crimson; wide shaded stripes in the petunia shades and other rich colors. These are only a few of the many new designs for 1896. Ginghams are the wear for the coming season.

BARBER ASPHALT PAVING COMPANY.

THE business of asphalt paving with the celebrated "Pitch Lake" asphalt was established in the United States by A. L. Barber in 1878. Mr. Barber's successors, the Barber Asphalt Paving Company, is the largest corporation in the business in this country, and has laid its pavements from Montreal to New Orleans and from Boston to Denver, thus giving asphalt pavements as laid by this company a complete climatic test. The result has been perfect satisfaction. For city streets outside the great trucking thoroughfares no other pavement compares, in all the essentials going to make a good pavement, with asphalt.

SEEDS DELIVERED FREE.

THE new free delivery system inaugurated by Peter Henderson & Co., of New York, secures to any one who orders seeds from them the free delivery at Catalogue prices to any post office in the United States.

Messrs. Peter Henderson & Co. have issued a beautiful and entirely new catalogue for 1896, which illustrates and describes a grand assortment of seeds. This "new catalogue" they mail on receipt of a two-cent stamp, or to those who will state in what paper they saw their advertisement it will be mailed free.

Full particulars of this offer will be found in Messrs. Peter Henderson & Co.'s advertisement in another portion of this paper.

HAVE YOU A COW?

ANY one who has one or more cows, and who never has used the De Laval Separator should at once communicate with the De Laval Separator Company, at 74 Cortlandt Street, N. Y., for their descriptive catalogues of the De Laval "Baby" Separator, which will save them at least ten dollars per cow a year in separating the cream from the milk.

GLORY FOR AMERICAN MANUFACTURERS.

STEINWAY & SONS have received a cablegram, dated January 30th, 1896, informing them that His Apostolic Majesty Francis Joseph has most graciously appointed them Piano Manufacturers to the Imperial Court of Austria and the Royal Court of Hungary. His Majesty has also purchased a Steinway concert grand for the Imperial Palace at Vienna.

DON'T COUGH! You won't need to if you use EDEY'S CARBOLIC TROCHES. They *cure* Coughs, Hoarseness and Sorethroat, *prevent* Contagious Diseases, and *purify* the Breath. 25c. and 50c.—*Adv.*

NOTHING indicates more strikingly the great advance of the last few years in intelligence and refinement than the increased attention now being paid to the care of our cemeteries, and the erection of beautiful monuments and cemetery work which we find so general throughout the country. Messrs. Thomas & Miller of Quincy, Mass., are entitled to great thanks for their efforts in this direction, in furnishing an exceedingly high class of cemetery work of the greatest artistic excellence, and at not extravagant prices. Their works being located at Quincy, where the finest granite is procured, they are enabled to make better selections, and furnish completed work at lower prices than they otherwise could. They will be glad to furnish drawings, estimates, etc., upon application, to any of our readers corresponding with them.

Arnold Constable & Co.

Cotton Dress Fabrics,

D. & J. Anderson's Zephyrs,
Chene and Persian Effects,
Silk Mixtures,
Stripes, Checks and Plaids.

Wash Fabrics.

French Piqué
Printed Dimity,
White Emb'd Nainsook.

Printed Linen Lawns

Frères Koechlin's Organdies.

NOVELTIES.

Broadway & 19th st.

NEW YORK.

OPENING DISPLAY SPRING DRESS GOODS

First display of new Spring Dress Goods.
Full assortments ready of all classes of Woolens that are fashionable.
The most abundant collection of Novelties we have ever shown.
New Cotton Dress Fabrics are also now ready.

James McCreery & Co.,

Broadway and Eleventh Street,
Twenty-third Street,
New York.

THE Siamese Twins—the DeLONG PATENT HOOK AND EYE.

See that

hump?

Send two cents in stamps—with name and address for Mother Goose in new clothes, to Richardson & DeLong Bros., Philadelphia.

O'NEILL'S

6th Ave., 20th to 21st St.,

NEW YORK.

Importers & Retailers

Fine Millinery, Dry Goods, Cloaks, Costumes, Fancy Goods, China, Glassware, Furniture, House Furnishings, Etc.

Shopping by Mail

is a pleasure when you deal with a Reliable House. We guarantee Perfect Satisfaction to the Customer, or refund the Money.

Send for Our Catalogue

We are now booking names for our **Spring and Summer Illustrated Catalogue, Mailed Free** to out-of-town residents. We advise you to send your name now if you wish one, as the demand always exceeds the supply.

"TOILE DU NORD,"

Parkhill Zephyrs,

Clitheroe Zephyrs,

Fancy Fabrics,

AND

WASHABLE SILKS

Produced by the

Parkhill Manufacturing Co.,

are the best Wash Fabrics for Ladies' and Children's wear.

All First Class Dry Goods Retailers keep them.

PERHAPS YOU don't get much exercise and feel the lack of it?

Why don't you

DRINK

Saratoga Vichy?

Promotes appetite and digestion.
For circulars, address

SARATOGA VICHY SPRINGS CO.,
Saratoga Springs, N. Y.

BROADWAY 9th & 10th Sts. FOURTH AVE.

Hilton, Hughes & Co.

SUCCESSORS TO A. T. STEWART & CO.

BROADWAY 9th & 10th Sts. FOURTH AVE.

NEW SILKS, NEW DRESS STUFFS

New goods all over the store wherever Spring needs have thrown sun marks ahead. Don't think of old styles or of old prices. New conditions come with the new things. What $1 used to barely reach, 75c. or even 50c. is likely to command now—just because great and wise buying lets us clip off every cent of unneeded cost.

TAKE SILKS

Whether the price is 50c. or $5 the yard the quality must be just as right. To-day we're showing more than 400 sorts of Velvets at $1 to $6.50.

NEWEST BLACK SILKS

Brocaded Gros Grains, 85c. to $1.50.
Satin Brocades, $1 to $6.
Jacquard Persian and Taffetas, 85c. and $1.
Satin Duchesse, 85c. to $3.
Faille Francaise, $1 to $2.50.
The new mirror Veloute, $2 to $3.50.
Black and white Novelties, stripes and figures, 75c. to $2.50.

COLORED SILKS

An exquisite line of Taffeta Imprime, plaid and stripe Silks, Swiss stripes and checks, chene and chameleon Silks, brocaded Taffetas and Satins at $1 to $7.50.
French Taffeta, 5 color combines, $2.50.

EVENING SILKS

Novelties for ball, dinner and reception gowns—Satins, Gros Grains, Taffetas, Failles, Royals, Peau de Soies, Broche Indias, Persian and Dresden effects, at 85c. to $1.50 yd.

No need to itemize. Think of whatever ought to be here, think of the least price you ever heard of for the quality—then come with the certainty that the fact is better than your fancy.

Miss Emma M. Hooper

There is no interlining on the market but - -

Hair Cloth

that is stiff and yet elastic and resilient.

Says in Christmas number *Ladies' Home Journal* about the latest skirt: "The flare effect, however, requires that **STIFF** interlining from ten to fifteen inches all around."

If you cannot obtain our goods, write us,
Our samples for interlining come to you upon application.

American Hair Cloth Company,
PAWTUCKET, R. I.

ASPHALT PAVEMENTS.

Twenty Million Square Yards laid in the United States and Canada, One-half of which was laid by this Company.

It enhances the valuation of property one-third.

For plans and estimates apply to

THE BARBER ASPHALT PAVING COMPANY,

Washington Building, No. 1 Broadway, New York.

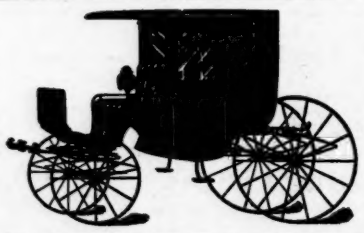
HAVE YOU ONE OR MORE COWS

IF SO, whether for pleasure or profit, household or dairy, you should know of the Centrifugal Cream Separator. The De Laval "Baby" Separators save at least Ten Dollars per Cow per year over and above any other Separator or Creaming system. All other Separators are merely inferior imitations and infringe the De Laval patents. *Many users have already been enjoined.* Send for Catalogue and any desired particulars. Satisfaction guaranteed as a condition of sale.

THE DE LAVAL SEPARATOR CO.,

WESTERN OFFICES: ELGIN, ILL.

GENERAL OFFICES: 74 CORTLANDT STREET, NEW YORK.



The above cut shows our #732 full, platform spring Coupe Rockaway; #733 is our extension front Coupe Rockaway; #731 is same as #732, except that it has half platform gear. For full particulars and prices of the above three carriages send for catalogue to

Studebaker Bro's M'f'g Co.

265 and 267 Canal St., N. Y.

200 feet East of Broadway.

Our large repository is always filled with a most complete assortment of Broughams, Landaus, Coupe and Curtain Rockaways, Wagonettes, Depot Wagons, Surreys, Buggies, Phaetons, Runabouts, Fancy Traps, etc., etc.

Harness, Robes, Horse Clothing, Whips, etc.

HOTELS, RESORTS, ETC.

THE ST. DENIS,

Broadway and Eleventh Street,
Opposite Grace Church. - - NEW YORK.
EUROPEAN PLAN.

"There is an atmosphere of home comfort and hospitable treatment at the St. Denis which is rarely met with in a public house, and which insensibly draws you there as often as you turn your face toward New York."

WILLIAM TAYLOR & SON,
PROPRIETORS.

ALMOST EVERY TRAVELER

Wants a hotel full of cosey nooks and comfortable corners. They invite repose.

GO TO

THE GRAND UNION HOTEL

Fourth Ave., 41st and 42d Sts.
Opposite Grand Central Depot, New York.
Central for shopping and theatres.
Baggage to and from 42d St. Depot free.
ROOMS, $1.00 PER DAY AND UPWARDS

MADAME PORTER'S BALSAM

"To-morrow may be too late!"

This lady believed that. It's common sense.

She has made hosts of friends, because she knew how to prepare this Balsam, and they say: "Had it not been for 'Madame Porter's,' the cold and cough would have been worse, perhaps fatal." Madame Porter's portrait has appeared for sixty years on every bottle of Balsam sold, and has become familiar in homes without number. It is a Balsam perfectly safe and pleasant to take. Everybody likes it.

Druggists everywhere sell it, with their approval. It costs but 25 and 50 cts. (two sizes).

Proprietors: HALL & RUCKEL, Wholesale Druggists, New York.

They both use Pride of the West muslin for their white skirts.

TRAVEL, RESORTS ETC.

FOR THE WINTER GO TO
BERMUDA.
48 hours by Elegant Steamships weekly. Frost unknown. Malaria impossible.

FOR WINTER TOURS GO TO
WEST INDIES.
30 days' trip, fifteen days in the tropics, $5 a day or transportation, meals and stateroom.

For further particulars apply to
A. E. OUTERBRIDGE & CO., Agents, 39 Broadway, or to
THOS. COOK & SON, 261 Broadway, N. Y.

Cruises under the American Flag.

The steamer OHIO, built by the Cramp Co., builders of the "St. Louis," is the largest Steam Yacht in the world. Specially chartered by us.

March 28th to June 5th.—**70-DAYS' MEDITERRANEAN CRUISE**, visiting Spain, Italy, Greece, Turkey, Palestine, Egypt, etc. $400, and upward.

June 27th.—**60-DAYS' CRUISE to RUSSIA, SWEDEN, NORWAY**, stopping to see the Total Eclipse of the Sun. Cost, $475, and upward.

Sept. 15th.—**A 4-MONTHS' UNIVERSITY CRUISE to INDIA**, Educational and Scientific. $1,000, and upward.

Send 5 cents in stamps for booklets.

THE THOMAS FOREIGN TOURIST CO.,
1715 Chestnut St., Philadelphia.

Insurance.

A PECULIAR LIFE COMPANY.

THE two life insurance corporations in this country which enjoy the distinction of being the most obscure are the New York Life Insurance and Trust and the Presbyterian Ministers' Fund. The former is a Wall Street Company, well known in financial circles, and is thoroughly solvent and strong as a Trust Company. It still has a few life risks outstanding, which are lessening in number every year, the insurance part of the business having been long ago abandoned and having since been dying out. We have more than once referred to this company and its dwindling insurance business as an illustration of the fact that under a sound system and a competent management a life company may, and, indeed, must, be able to discontinue new business at any time and continue on until its own existence ceases with the life of the last survivor. It is a singular fact in the career of this company that at one time it had an opportunity to enter really into the field of life insurance. Its board of directors asked their President to investigate and see if there was not something in the principle of mutuality as applied to life insurance. He did so, and reported that he could see nothing of any practical value in that principle. This was long ago; but had he possessed a keener foresight—or had the company, as not infrequently happens when the parting of the ways has been reached—been led, by force of circumstances or even by force of blundering, to turn in the other direction, it is very possible that the "Trust" might have been dropped from the company's title and career and a great life insurance career have followed instead.

The Presbyterian Ministers' Fund, of which especially we set out to speak, is in its way, albeit a different way, a corporation quite as unique. It is the oldest life insurance company in the country, being 137 years old. During 1895, $782,552 of insurance was placed; this was $133,000 above that in 1894, and $228,530 above that of 1893. The premium income for 1895 was $21,316, which was $6,396 over that of any previous year. Assets are $64,360 over 1894, and $133,635 over 1893; surplus is $21,108 over 1894, and $40,600 over 1893. The organization, as its peculiar name indicates, was formed for operation in a specific and limited field, and it has always been conducted with very peculiar rigidity in methods. Yet there is shown a distinct progress in the last two years, which are the first under a change of management; and this is more marked because the field of operation was further restricted by the corporators two years ago, the Fund now writing risks only on ministers Presbyterially governed.

The economy of administration is another and almost a quaint peculiarity. The new business for 1895 cost only 35 per cent. for expenses. In good part this is because the Secretary, Actuary and office manager—one person combining the three—procured, by direct correspondence, $315,000 of the $782,552 written; this work was done in addition to his other duties, and the premium income from it was $11,369, while the cost of procuring it was virtually nothing.

INSURANCE AND CYCLING.

THE apotheosis of the bicycle is certainly getting on very rapidly, and the most recent evidence of this has been furnished to those who have attended the cycle show in this city, in seeing themselves and others there and the great scene, of which they formed the most striking part, spread for their delectation. It was not unreasonably estimated that the value of the exhibits was three-quarters of a million, and the exhibitors numbered about three hundred. The first show at the Madison Square Garden was held in one division of the building. Last year the main floor and one gallery sufficed; this year all the gallery space was claimed, with an overflow beyond them; and if the cognate and directly contributing trades and industries were considered, the census would be indefinitely extended and no building on earth could display them all. All the civilized world is on wheels or coming to be; and it is only sober inference, not enthusiastic prophecy, that the day is near when almost the next step after learning to walk will be, for the youngster of both sexes, learning to ride.

Wide and far-reaching consequences—commercial, industrial, social and hygienic—are involved in this, especially when we remember that good roads and the cycle are cause and effect for each other. New conditions have already been created, new rights have arisen to compel recognition, and new statutes have become necessary. It is not more than sixteen years since the cycle was a "toy" which frightened horses and therefore was "a nuisance," and the owners of horses were barely willing to allow it to appear on the highways at all; now, the survival of the horse is becoming a debatable topic.

There are those who bewail the ruin of the human race which is to follow the destruction of the female sex through cycling; but the sad proposition that the sex is to be thus affected is hasty, and we prefer to believe that the net effect will be favorable to the health and longevity of all. If so, life insurance will be the gainer; meanwhile, however, there are some plaints that the Accident companies are being menaced. As yet, data are too scanty to show what additional risk is incurred, yet doubtless there is *some* added risk to riders; as for pedestrians, the chances of being struck may be offset against decreased chances of being struck by horse-drawn vehicles. It is open for the companies—when they have sufficient data—to place the cycle in the excepted list; or to add a special rate for it; or to reduce the stipulated benefit in case of injury while riding; or, perhaps, to grade an extra according to the degree of care or the lack of care in the rider. As safety goes, the possibilities being always against us in everything, a bicycle saddle is as safe as any place, if the rider is careful, except that he is exposed to the fault of other riders.

And not only may readjustment of the conditions of accident policies be necessary as to the persons of riders, but new adaptations of the insurance principle are becoming indispensable. Chiefly, the risk of theft needs covering; next to that, the risk of mishaps to the bicycle itself, and there are careful riders who are willing to take all risks to the extent of their own power to control, but would gladly be insured against the misconduct of the incompetent and reckless riders who endanger everybody yet, by some strange irony of fate, usually inflict injuries while escaping themselves. Possibly, also, in the increasingly hot haste of new producers to reap the quick fortunes they imagine there are in cycle-making, there is room for insurance against the consequences of poor material and bad workmanship.

Nobody is wise enough, as yet, to speak definitely and dictatorially; but it is already plain that insurance is to be measurably included in cycle readjustments.

A RECEIVERSHIP.

ONCE in a while somebody once interested in some broken life company writes us, in a natural discouragement, to inquire whether we can give information of the condition of its remnants. The *Insurance Journal*, of Hartford, says that the statement filed in the Superior Court by the receivers of the Continental of Hartford, for the half year lately ended, shows receipts of $6,079, and disbursements of $7,143, the latter being for salaries of receivers and clerks and for legal expenses. A receiver is an official person who receives. Sometimes he receives very little, because everything has been absorbed before he comes on the scene, as was the case with the late Commercial Union: but still he receives. The Connecticut Commissioner has recently suggested that the incumbent of his office should act as receiver in cases of failed companies, and there ought to be advantages of effectiveness and economy in such an arrangement. But, at its best, a distribution of remaining assets is a most wretched mode of disposal for life insurance.

INSURANCE.

1851. 1896.

THE
MASSACHUSETTS
MUTUAL LIFE
INSURANCE COMPANY
OF
SPRINGFIELD, MASS.

Massachusetts Laws protect the policy holder.

AGENTS WANTED.

JOHN A. HALL, President.
H. M. PHILLIPS, Secretary.

The Greenwich
Insurance Co.,
OF THE
City of New York.

THE GREENWICH INSURANCE COMPANY 1834.

Organized in 1834.

Office:
No. 161 Broadway

(This Company has been uninterruptedly and successfully in business sixty-one years.)

SIXTY-FIRST ANNUAL STATEMENT,
January 1st, 1896.

ASSETS		$1,373,318 29
Cash Capital	$200,000 00	
Reserve Premium Fund	742,781 22	
Reserve for Losses, and all other claims	229,439 20	
Net Surplus	201,097 87	
		$1,373,318 29
SURPLUS as regards Policy-Holders		$401,097 87

MASON A. STONE, President.
Nicholas W. Meserole, Sec'y.
Walter B. Ward, Ass. Sec.

American Fire Insurance Co.
OF NEW YORK,
146 BROADWAY.

Statement, December 31st, 1895.

CAPITAL, - -		$400,000
Paid in		$392,150 00
Unearned premiums and other liabilities		322,068 89
Net Surplus		164 885 01
Total Assets		$879,103 90

INVESTED AS FOLLOWS:

U. S. bonds owned by the company		$333,000 00
Other bonds and stocks owned by the company		270,661 00
Cash in banks and office		146,172 66
Bonds and mortgages		14,500 00
Premiums due, interest accrued, etc		114 770 24
		$879 103 90

F. W. DOWNER, President.
SILAS P. WOOD, Vice President.
HENRY DAYTON, Secretary.
CHARLES P. PEIRCE, Asst. Sec.

1896. NATIONAL 1896.
FIRE INSURANCE COMPANY,
OF HARTFORD, CONN.

Statement January 1st, 1896.

Capital Stock, all cash	$1,000,000 00
Funds reserved to meet all liabilities:	
Re-Insurance Reserve, Legal Standard	1,825,152 38
Unsettled Losses and other Claims	321,791 61
Net Surplus over Capital and Liabilities	713,197 75
Total Assets, January 1st, 1896	$3,860,141 74

JAMES NICHOLS, Pres. E. G. RICHARDS, Sec.
B. R. STILLMAN, Asst. Sec.

WESTERN DEPARTMENT.
FRED. S. JAMES, General Agent.
GEO. E. BLOSSOM, Ass't Gen'l Agent.
174 La Salle Street, Chicago.

PACIFIC DEPARTMENT.
GEO. D. DORNIN, Manager.
GEO. W. DORNIN, Ass't Manager.
409 California Street, San Francisco.

INSURANCE STATEMENTS.

EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

THE annual statements of the Equitable Life Assurance Society, of which the thirty-sixth is printed this week, have heretofore astonished us, but certainly the one presented to day is nothing more or less than stupendous. On the first of the year its assets amounted to $201,009,387.84, and its surplus, on a 4 per cent. standard, to $40,624,011.73. Here is an insurance company showing a surplus of about 25 per cent. of its liabilities. The company paid its policy holders during the year no less a sum than $19,500,000, and it wrote in new insurance $132,000,000. It had outstanding, December 31st, $912,509,553 of insurance. We notice in its list of assets that it has $114,315,000 of United States, State, City stocks, and other investments, the market value of which over cost is $3,093,000. The Equitable is not behind any other company in its efforts to furnish would-be insurers with almost any form of policy suitable to the desires and tastes of the most captious. Henry B. Hyde is the President of the Equitable Life.

AMERICAN FIRE INSURANCE COMPANY, OF NEW YORK.

THE directors of the American Fire Insurance Company, on the twenty-fifth of January, elected Frederick W. Downer President of the company to succeed James A. Silvey, who was compelled to resign on account of ill-health. Mr. Downer has been closely connected with the American as an officer and director since it was incorporated in 1857, and at the time of the reorganization of the company he was made President *pro tem.* and carried the work through with great success. The company now has a cash capital of $393,150, with a net surplus of $154,885.01. The company is in a fair way to do a conservative and successful business, as it has retired from the Pacific Coast and some other points of the country which were unprofitable. Frederick W. Downer is President, and Henry Dayton is Secretary.

BROOKLYN LIFE INSURANCE COMPANY, OF NEW YORK.

THE thirty second annual statement of the Brooklyn Life appears this week, and it shows that the business done by the company during the year has been a good one, the assets, income, surplus and insurance in force all having been increased over the previous year. The assets of the company are $1,734,208.66, and the surplus amounts—on a 4% basis, to $195,820.71. William M. Cole is President, and George F. Hadley is Secretary.

MUTUAL BENEFIT LIFE INSURANCE COMPANY, OF NEWARK, N. J.

WE notice in the daily press the fifty-first annual statement of the Mutual Benefit Life, and as usual it shows a most excellent report of the business for the past year, increases are shown in every department. The new business of 1895 exceeded that of any previous year. The company paid its policy holders the comfortable sum of $6 850,000 and increased its net assets by $2,200,000. The gross assets amount to $57,795,261.57, and its surplus, upon a 4% basis, to $4,081,472.52. It had in force January 1st insurance to the amount of $218,017,716. It will be seen from what we have stated above that the Mutual Benefit Life Insurance Company is one of the strong representative companies of the United States, a company which should be liberally patronized by persons desiring sound life insurance, and one of which its policy holders, directors and officers, in fact, every one interested in life insurance may be proud. Amzi Dodd is President.

NATIONAL FIRE INSURANCE COMPANY, OF HARTFORD, CONN.

THE National Fire of Hartford is one of the great million dollar capital companies, with assets on the first of January of $3,861,141 74. Its surplus is $713,197.75. It has increased its surplus about 40 per cent, during the year, and its total assets by about $350,000. The company has most excellent management, its officers being among the best fire underwriters in the country. It has agents at principal places everywhere, and it goes without saying that a policy of fire insurance in the National is one of the desirable things to have. James Nichols is President, E. G. Richards, Secretary, and B. R. Stillman, Assistant Secretary.

THE FIDELITY AND CASUALTY COMPANY OF NEW YORK.

THE Fidelity and Casualty had a very successful year of business in 1895, and made notable increases in all directions. Among others their assets were increased $275,0.0 and their net surplus about $106,000. The company's assets now amount to $2,448,097.81, and they are invested in excellent securities. The company's new, office building is an ornament to the part of the city in which it is situated, and we congratulate them upon their good business showing. George F. Seward is President, Robert J. Hillas Secretary and Treasurer.

GREENWICH INSURANCE COMPANY, OF THE CITY OF NEW YORK.

THE Greenwich Insurance Company, organized in 1834, has been, during the intervening years, one of the creditable institutions of New York City. It has during its life paid policy holders for fire losses about $10,250,000. It has now and has had for many years conservative and wise management, and it is an excellent company in which to place a policy of fire insurance. Its cash capital is $200,000, its assets $1,373,818.20, and its net surplus $401,097 87. Mason A. Stone is President, and Nicholas W. Meserole is Secretary.

The Best Company

THE MANHATTAN is the best Company to insure with.

By this we do not mean that it can produce a larger number of "comparative ratios" than any other company. Honest competition has discarded the misleading comparisons of unessential and, often, unrelated items; and the public has been educated to no longer give credence to seductive sophistries based on half truths.

Time was when companies "pointed with pride" to some accidental condition of growth—some "bump" which gave opportunity for a striking "comparative ratio." Each one had its own exclusive bump, which it never tired of exhibiting, while commiserating the concern around the corner which was not blessed (?) with that particular abnormality.

We all remember them! There was the Low Death Rate Bump—which impressed those who didn't know enough to ask as to the age of the company, the character of its business or the average age of its policies in force. Then there was the Large Dividend Bump, which of course could not possibly be caused by, or bear any relation to the infinitesimal values paid to lapsing policyholders. One company asked us to gaze admiringly upon its Bump of Surplus Held—a bump so large as to entirely hide from view the arrested development of a bump of surplus Earned; forgetting also the fact that a large percentage of the surplus belongs to the Tontine policyholders, and therefore is in no sense a surplus. Another found that its "outgo for death claims and expenses" was quite a small percentage of its income, and straightway exhibited this bump with much self-glorification—until the years carried away this accidental condition and another gilt-edged ratio lost its force.

The Manhattan has not paroxysmal ratios evolved from the patient research of an accident-hunting "statistician." It has won its *nom de plume* of "The Old Reliable," because its growth has been symmetrical—not bumpy.

Our contention is based upon the proposition that, of all the companies issuing the popular "accumulation" plans of insurance, the Manhattan

Has the strongest organization;

Has paid to its policyholders the most money in proportion to the premiums they have paid;

Issues the simplest policy contract.

FIRST. It is the best company to insure with because it has the strongest organization, i.e., its corporate formation is the best. It is the only company that completely secures the strength of both the Mutual and Stock systems, while eliminating the weaknesses of each.

The purely Mutual system makes all the policyholders the owners. Therein is its strength. But as the managing boards are composed only of policyholders, who have no personal interest in the companies outside of their policies—no money at stake—it does not secure the careful attention to the business of the company which personal interest alone will furnish. A recent instance will be remembered where it was shown that extravagant methods had for years dominated a mutual company with the consent of its policyholder-directors. The unnecessary thousands they disbursed did not affect their pockets by fractions of cents—it was not their ox that was being gored.

The strength of the Stock system is that it furnishes managing boards composed of men whose money is invested in, and is liable for the company's operations. Its weakness is that the ownership and control may fall into alien hands. The Manhattan has the strength of both systems; the weakness of neither. Should occasion arise the policyholders can exercise more power than the stockholders, and could use their power effectually. It has, under ordinary conditions, the benefit of the management of interested stockholders, working under a charter that provides for the distribution of seven-eighths of the profits to the policyholders. This condition is not imposed on any other stock company; under it the policyholders know that in working for their own one-eighth, the stock-holding managers must enhance the value of the policyholders' seven-eighths.

SECOND. It is the best company to insure with because, of all the companies issuing plans of insurance where the profits are accumulated for distribution at periods of from 10 to 20 years (which plans constitute about eight-tenths of the insurance being issued in the United States), the Manhattan has returned to its policyholders the most money in proportion to the premiums they have paid.

THIRD. It is the best company to insure with because it issues the simplest policy contract.

Where "other things are equal," one advantage is sufficient. We think it has been shown that the Manhattan is the best company for the policyholder; but even if no more than equality is allowed on the important considerations already advanced, the possession of the best policy contract would be sufficient to prove our contention.

There is no room for difference here. It is the shortest policy issued by any company. It is a model of brevity and succinctness, just enough to provide—

FIRST. For the payment by the assured of the premiums required.

SECOND. For the payment by the company of the amount of insurance if the insured dies at any time and from any cause.

THIRD. For the payment by the company of the cash accumulations if the insured lives.

FOURTH. For the payment by the company of the proportionate paid-up insurance if the policy lapses for non-payment of premium after the third year.

That is all. Neither the application, nor the policy, require of the insured—

That he shall reside or travel within certain limits;

That he shall not change his occupation;

That he shall not contract objectionable habits;

That he shall not die in military or naval service.

That, in event of lapse, he at all forfeits his right to a paid-up policy if he omits to make application for the same within a time limit set by the company.

The regular "old line" companies now before the public are all good. They may have degrees of excellence, but it is extremely improbable that any of them will fail to carry out their agreements; but not one of them agrees to do the things promised in the Manhattan's policy, promised without an "if" or a "but."

The Manhattan is the best company to insure with.....

STATE MUTUAL

LIFE ASSURANCE COMPANY,

OF WORCESTER, MASS.

A. G. BULLOCK, President.

January 1st, 1896.

ASSETS	$11,122,983 90
LIABILITIES	9,847,252 00
SURPLUS (Mass. Standard)	$1,275,731 90

Cash surrender values stated in every policy, and guaranteed by the Massachusetts Non-Forfeiture law.

NEW YORK OFFICE, 189 Broadway.

C. W. ANDERSON, Gen. Agt.

THE METROPOLITAN

Life Insurance Company,

OF NEW YORK.

Offers the most approved forms of Policies—liberal provisions, no restriction as to travel or residence, and at low premium rates.

Its Industrial Department insures all ages from 2 to 70 for $10 and upwards at premiums of 5 cents a week and upwards.

It pays $10 a minute on an average throughout the year to its policy holders. Write for its literature.

THIRTY-SIXTH ANNUAL STATEMENT

OF THE

EQUITABLE

LIFE ASSURANCE SOCIETY

OF THE UNITED STATES,

FOR THE YEAR ENDING DECEMBER 31ST, 1895.

ASSETS.

Bonds and Mortgages	$27,194,562 12
Real Estate, including the Equitable Building and purchases under foreclosure of mortgages	25,778,275 13
United States Stocks, State Stocks and City Stocks and other investments, as per market quotations December 31st, 1895 (market value over cost, $3,093,307.63)	114,315,427 70
Loans secured by Bonds and Stocks (market value December 31st, 1895, $3 328 418)	2,615,500 00
Real Estate outside the State of New York, including purchases under foreclosure and office buildings	15,105,783 67
Cash in Banks and Trust Companies at interest and in course of transmission, since received and invested	11,580,666 42
Balances due from agents	467,711 42
Interest and Rents due and accrued	511,071 38
Premiums due and unreported, less cost of collection	1,421,520 00
Deferred Premiums, less cost of collection	2,018,870 00
Assets December 31st, 1895,	**$201,009,387 84**

We hereby certify that, after a personal examination of the securities and accounts described in the foregoing statement for the year 1895, we find the same to be true and correct as stated. The stocks and bonds in the above statements are valued at the market price December 31st, 1895. Every piece of Real Estate belonging to the Society was appraised during the past year by the Insurance Department of the State of New York, and is stated at the reduced valuation as shown in the official report of the examination of the Society, dated July 9th, 1895.

THOMAS D. JORDAN, Comptroller.
FRANCIS W. JACKSON, Auditor.

LIABILITIES.

Reserve on all existing policies calculated on a 4% standard, and all other liabilities,	$160,385,376 11
Undivided Surplus, on a 4% standard,	$40,624,011 73

I hereby certify to the correctness of the above calculation of the reserve and surplus. Dividends will be declared, as heretofore, on the basis of a 4% standard.

J. G. VAN CISE, Assistant Actuary.

INCOME.

Premium Receipts	$36,200,664 76	
Cash received for Interest and from other sources	8,095,778 13	
Income,		$44,296,442 89

DISBURSEMENTS.

Death Claims	$11,431,031 26	
Matured and Discounted Endowments	790,903 21	
Annuities	406,612 08	
Surrender Values	3,297,495 01	
Matured Tontine Values	1,639,253 90	
Dividends paid to Policy Holders	2,002,954 23	
Paid Policy Holders,		$19,568,299 69
Commission, advertising, postage and exchange		4,401,215 53
All other payments: taxes, salaries, medical examinations, general expenses, etc.		3,722,570 21
Disbursements,		$27,692,085 43

ASSURANCE.

INSTALLMENT POLICIES STATED AT THEIR COMMUTED VALUES.

Outstanding Assurance Dec. 31st, 1895	$912,509,553 00
New Assurance written in 1895	$132,078,530 00
Proposals for Assurance Examined and Declined	$22,648,495 00

We, the undersigned, appointed by the Board of Directors of the Equitable Society, in accordance with its by-laws, to revise and verify all its affairs for the year 1895, hereby certify that we have, in person, carefully examined the accounts, and counted and examined in detail the Assets of the Society, and do hereby certify that the foregoing statement thereof is true and correct as stated.

E. BOUDINOT COLT, T. S. YOUNG, W. B. KENDALL, G. W. CARLETON, H. J. FAIRCHILD, } Special Committee of the Board of Directors.

DIRECTORS.

H. B. HYDE, President.
JAMES W. ALEXANDER, Vice President.

LOUIS FITZGERALD,	SAMUEL M. INMAN,	T. DE WITT CUYLER,
HENRY A. HURLBUT,	Sir W. C. VAN HORNE,	JOSEPH T. LOW,
HENRY G. MARQUAND,	CHAS. B. ALEXANDER,	DANIEL LORD,
WM. A. WHEELOCK,	EDWARD W. LAMBERT,	HENRY R. WOLCOTT,
MARCELLUS HARTLEY,	JOHN J. McCOOK,	AUGUST BELMONT
H. M. ALEXANDER,	WM. ALEXANDER,	WM. B. KENDALL,
CHAUNCEY M. DEPEW,	JAMES H. HYDE,	HENRY S. TERBELL,
CORNELIUS M. BLISS,	HORACE PORTER,	GEO. W. PHILLIPS,
THOS. D. JORDAN,	JOHN A. STEWART,	GEO. W. CARLETON
CHARLES S. SMITH,	JACOB H. SCHIFF,	SAMUEL BORROWE
JOHN SLOANE,	A. VAN SANTVOORD,	E. BOUDINOT COLT,
HORACE J. FAIRCHILD,	MELVILLE E. INGALLS,	DANIEL R. NOYES,
LEVI P. MORTON,	THOMAS S. YOUNG,	ALANSON TRASK,
GAGE E. TARBELL,	A. VAN BERGEN,	BRAYTON IVES
MARVIN HUGHITT,	JOHN B. SEARLES,	SIDNEY D. RIPLEY
FRANK THOMSON,	DAVID H. MOFFAT,	J. F. DE NAVARRO
GEORGE J. GOULD,	JAMES H. DUNHAM,	

32d Annual Statement

OF THE

Brooklyn Life Insurance Company

OF NEW YORK.

JANUARY 1st, 1896.

ASSETS:

By bonds and mortgages (secured by properties nearly double their value)..	$422,695 00
By city and other first mortgage bonds.	434,438 00
By loans on call	16,000 00
By real estate in the cities of New York and Brooklyn	610,975 00
By cash in Trust Co., banks and office...	69,321 80
By loans on Company's own policies.....	144,501 02
By interest accrued but not due.....	12,596 53
By deferred and unpaid premiums, less actual full cost of collecting.....	30,773 21
By agents' balances.....	903 10
Total...	$1,734,206 66

LIABILITIES:

To reserve (by new standard of N. Y)....	$1,519,544 00
To death losses and endowments (awaiting completion of papers)	12,600 00
To various actuarial obligations, including liabilities on lapsed policies, etc....	6,243 95
To surplus by new standard (4 per cent.).	195,820 71
Total	$1,734,208 66

To Surplus by former standard (4½ per cent), $280,000.

During 1895 the Company increased its Assets, Income, Surplus and its Insurance in force.

Certificate of the Auditing and Finance Committee Attached to the Annual Report.

We, the undersigned members of the Auditing Committee of the Brooklyn Life Insurance Company, hereby certify that at the annual meeting held this day, we examined the deeds of the properties owned by the said Company, in fee, the bonds owned secured by mortgages of real estate, the city and other bonds, and the certificates of deposit with banks, as submitted by the President, and we find them as stated in detail in schedules A, B, C, and D.

FELIX CAMPBELL, WM. H. WALLACE,
DAVID A. BOODY, H. J. LAMARCHE,
D. BIRDSALL, WM. H. FORD,

We, the members of the Finance Committee, have been present with the Auditing Committe, at the annual meeting, and concur in the above certificate.

FELIX CAMPBELL, MICHAEL CHAUNCEY,
BRITON RICHARDSON, ALONZO SLOTE.

OFFICERS:

WM. M. COLE, President.
FELIX CAMPBELL, Vice President.
GEORGE F. HADLEY, Secretary.
WILLIAM H. FORD, Counsel.
D. PARKS FACKLER, Con. Actuary.

DIRECTORS:

WM. M. COLE, President of the Company.
HON. FELIX CAMPBELL, President People's Trust Co., Brooklyn, and Vice President of this Company.
GEN. WILLIAM H. LYON, U. S. Indian Commissioner.
MICHAEL CHAUNCEY, Retired.
ARNOLD A. LEWIS, Broker.
JACOB K. OLWINE, Retired.
ISAAC CARHART, Retired.
WM. H. WALLACE, Iron Merchant.
BRITON RICHARDSON, Silk Importer,
ALONZO SLOTE, Merchant (Tredwell & Slote).
CHARLES T. BARNEY, Banker and Capitalist.
E. W. MASCORD, Merchant.
ALEX. FORMAN, Merchant.
DANIEL BIRDSALL, Real Estate.
WM. H. FORD, Counsel of the Company.
GEO. F. HADLEY, Secretary of the Company.
HON. DAVID A. BOODY, Banker.
HENRY J. LAMARCHE, Metals.

OFFICES:

BROOKLYN LIFE INSURANCE CO.'S BUILDING,
LIBERTY AND NASSAU STS.,
NEW YORK CITY.

HARTFORD STEAM BOILER INSPECTION AND INSURANCE CO.
HARTFORD, CONN.

J. M. ALLEN, President.
W. B. FRANKLIN, Vice President.
F. B. ALLEN, 2d Vice President.
J. B. PIERCE, Secretary and Treasurer.

1876. THE 1896.
FIDELITY AND CASUALTY CO.,
OF NEW YORK.
Casualty Insurance Specialties,
BONDS OF SURETYSHIP.
PERSONAL ACCIDENT,
PLATE GLASS,
STEAM BOILER, ELEVATOR,
Employers' Liability and Burglary Policies.
LOSSES PAID SINCE ORGANIZATION,
$6,391,178.12.

FILES AND BINDERS.

We can supply Files or Binders for THE INDEPENDENT capable of holding 26 number post paid, for $1.00.

STATE MUTUAL LIFE ASSURANCE CO.,

Of Worcester, Mass.

Fiftieth Annual Financial Statement, January 1st, 1896.

18,646	Policies in force, January 1st, 1895, Amount at risk		$52,909,992 00
4,317	Policies issued since January 1st, 1895. Amount at risk		17,347,000 00
6	Policies restored during 1895 Amount at risk		23,000 00
	Increased during 1895		36,545 00
	Additions made during 1895		135,509 00
22,949	Policies		$65,352,047 00

Policies Terminated.

1,900	Amount at risk	$5,060,597 00
21,049	Policies in force January 1st, 1896. Amount at risk	$60,291,450 00

Receipts.

Net Assets, January 1st, 1895		$9,457,422 24
Premiums received since January 1st, 1896		2,352,310 25
Interest received since January 1st, 1896		432,608 19
Rents received since January 1st, 1896		26,592 64
		$12,268,933 32

Disbursements to Policy Holders.

Claims by death, endowments, additions and surrenders	$865,855 64	
Dividends	322,247 52	
		$1,189,103 16

Other Expenditures.

TAXES: Local—Mass. Excise, other States, Commissions, Supplies, Salaries, Agencies, Printing, Postage and all other expenditures	$500,221 75	
Profit and Loss	10,342 50	
		$510,564 25
Total disbursements		$1,699,667 41
Balance, Net Ledger Assets		$10,569,265 91

Assets.

Bonds and Stocks owned	$6,056,814 00
Loans on Mortgage of Real Estate	2,296,221 79
Loans on Policies	282,546 00
Loans on Collateral	220,450 00
Loans to Corporations	171 100 00
Loans to Cities and Towns	1,000 00
Deferred Premium Notes	251,604 45
Real Estate owned	894,444 52
Cash, in hand and on deposit in banks	395,088 15
	$10,569,265 91

Other Assets.

Interest and Rents accrued but not due		$108,000 00	
Market value of stocks and bonds over cost		313,454 00	
Uncollected premiums on policies in force	$228,231 00		
Deduct loading, 20 per cent	$45,646 20		
Deduct loading on deferred premiums	50,320 89	95,967 09	
		132,263 90	
			$553,717 90
Total gross assets			$11,122,983 90

Liabilities.

Reserve, Massachusetts Standard		$9,907,899 00	
Death Claims in process of adjustment		58,685 00	
		$9,966,584 00	
Deduct net value of reinsured risks		19,332 00	
Total liabilities			$9,947,252 00
Surplus, Massachusetts Standard			$1,275,731 90

A. G. BULLOCK, President.
H. M. WITTER, Secretary.

New York Office, 189 Broadway.

C. W. ANDERSON, General Agent.

1850. 1896.
THE UNITED STATES LIFE INSURANCE CO.
IN THE CITY OF NEW YORK.

This old and reliable Company has now the experience of forty-six years of practical Life Insurance, which has taught it that the *sine qua non* of success is the adoption of good plans of insurance, and the pursuit of a liberal policy toward both its Insured and its Agents. These essentials it possesses in an eminent degree, but judiciously tempered by that conservatism which is the best possible safeguard of the policy holder. Its contracts are incontestable after two years. They are non-forfeiting, providing generally for either paid-up policy or extended insurance, at the option of the policy holder. It gives ten days of grace in payment of all premiums. Its course during the past forty-five years abundantly demonstrates its absolute security.

Active and successful Agents, wishing to represent this Company, may communicate with the President, at the Home Office, 261 Broadway, New York.

OFFICERS:

GEORGE H. BURFORD.....President.
C. P. FRALEIGH.....Secretary.
A. WHEELWRIGHT.....Assistant Secretary.
WM. T. STANDEN.....Actuary
ARTHUR C. PERRY.....Cashier
JOHN P. MUNN.....Medical Director.

FINANCE COMMITTEE:

GEO. G. WILLIAMS.....Pres. Chem. Nat. Bank.
JOHN J. TUCKER.....Builder.
E. H. PERKINS, Jr., Pres. Imp. & Trad's' Nat. Bank.
JAMES R. PLUM.....Leather.

Continental INSURANCE COMPANY,

OF NEW YORK CITY.

Extract from Statement made Jan. 1st, 1896.

Cash Capital	$1,000,000 00
Reserves for Insurance in force, etc	4,191,020 12
Net Surplus	2,045,808 13
Policy-holders' Surplus	3,045,808 13
Gross Assets	7,216,828 25

SAFETY FUND POLICIES ISSUED.

Main Office, CONTINENTAL BUILDING, 46 Cedar Street, New York.

F. C. MOORE, President.
HENRY EVANS, Vice President,
EDWARD LANNING, Secretary,
CYRUS PECK, Treasurer,
R. J. TAYLOR, M'g'r Loss Dept.

C. H. DUTCHER, Secretary Brooklyn Dept., S. W. cor. Court and Montague Streets, Brooklyn, N. Y.

J. J. McDONALD, Gen'l Manager, GEO. E. KLINE, Ass't to General Manager, Western Department, Rialto Building, Chicago, Ill.

W. S. DUVAL, General Manager, F. C. BARKMAN, Assistant to General Manager, Pacific Coast Department, 331 Pine Street, San Francisco, Cal.

RESPONSIBLE AGENTS WANTED.

OFFICE OF THE

ATLANTIC Mutual Insurance Company

NEW YORK, Jan. 21st, 1896.

The Trustees, in Conformity with the Charter of the Company, submit the following statement of its affairs on the 31st of December, 1895:

Premiums on Marine Risks from 1st January, 1895, to 31st December, 1895	$3,622,872 43	
Premiums on Policies not marked off 1st January, 1895	1,027,151 41	
Total Marine Premiums		$3,650,023 83
Premiums marked off from 1st January, 1895, to 31st December, 1895		$2,540,748 83
Losses paid during the same period	$1,218,407 55	
Returns of Premiums and Expenses	$503,415 82	

The Company has the following Assets, viz.:

United States and City of New York Stock, City Banks and other Stocks	$8,059,105 00
Loans secured by Stocks and otherwise	1,316,500 00
Real Estate and Claims due the Company, estimated at	1,000,004 90
Premium Notes and Bills Receivable	806,431 88
Cash in Bank	202,518 33
Amount	$11,374,560 11

Six per cent. interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the fourth of February next.

The outstanding certificates of the issue of 1890 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday the fourth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled.

A dividend of Forty per cent. is declared on the net earned premiums of the Company for the year ending 31st December, 1895, for which certificates will be issued on and after Tuesday, the fifth of May next. By order of the Board.

J. H. CHAPMAN, Secretary.

TRUSTEES:

W. H. H. MOORE,	N. DENTON SMITH,
A. A. RAVEN,	CHAS. H. MARSHALL,
JOSEPH H. CHAPMAN,	CHAS. D. LEVERICH,
JAMES LOW,	EDW. FLOYD-JONES,
JAMES G. DE FOREST,	GEORGE H. MACY,
WILLIAM DEGROOT,	LAWRENCE TURNURE,
WILLIAM H. WEBB,	WALDRON P. BROWN,
HORACE GRAY,	ANSON W. HARD,
CHRIST'N DE THOMSEN,	ISAAC BELL,
CHARLES P. BURDETT,	JOSEPH AGOSTINI,
HENRY E. HAWLEY,	VERNON H. BROWN,
WILLIAM E. DODGE,	LEANDER N. LOVELL,
GEORGE BLISS,	EVERETT FRAZAR,
JOHN L. RIKER,	WILLIAM B. BOULTON,
C. A. BAND,	GEORGE W. QUINTARD,
JOHN D. HEWLETT,	PAUL L. THESAUD,
GUSTAV AMSINCK,	JOHN S. WOODWARD,
GEORGE COPPELL.	

W. H. H. MOORE, President.
A. A. RAVEN, Vice President.
F. A. PARSONS, 2d Vice Pres.

The Right is the Regular Thing.

It is only Wrong Things that are Unusual and Abnormal.

THAT which is right is normal. Pessimists do not believe this, but it is so. Anything that is wrong is abnormal, and as such attracts immediate attention. Ten thousand families may live correct and honorable lives for years, and no notice be taken of the fact, because theirs is the natural existence. But let a single scandal occur and it is blazoned to the world as a thing unusual and portentous. One crime will set a village, a city and sometimes a nation agog, simply because it is against the ordained order of things. Hundreds of railway trains speed daily to their destination in safety, and no one thinks anything about them; but the accident is known to all men. Dozens of great steamers are breasting the waves of the ocean all the time, unthought of by any save those who have friends on board. But the disaster at sea is something to be published, talked of, shuddered at and deplored. A deal of what is known as news becomes such because it is a record of the abnormal and the bad. It is necessarily so, for the right and the good is so common as to be taken for granted and hence is, in a sense, uninteresting.

Thousands of men die each year, leaving their families in comfortable circumstances by means of life insurance, and no particular comment is occasioned. But it is now growing to be the rule that if a man who has had any sort of income at all passes away and leaves his family destitute, the fact that he was uninsured is observed and criticised. It is another example of the truth stated that errors attract attention, whether of commission or omission; that wrong is abnormal and certain to focus observation and unfavorable comment everywhere.

A clever writer in the *Toledo Bee* has, in the foregoing article, stated a fact with which every one is familiar, but not often has it been put in so convincing a manner. Life Insurance has become so plain a duty that no man with a family dependent upon him for support can afford to ignore, nor can he justify its neglect to himself, to his family or to his friends. No man has a right to leave his family unprovided for, if his health is such as to enable him to secure insurance. The Mutual Life Insurance Company of New York offers to every healthy man the best insurance that human ingenuity has yet devised and it is offered at the lowest rates, consistent with safety and wise business management.—*Adv.*

AMERICAN FIRE INSURANCE COMPANY,

Philadelphia

A.D. 1810.

EIGHTY-SIXTH ANNUAL STATEMENT.

Cash capital	$500,000 00
Reserve for reinsurance and all other claims	1,000,468 64
Surplus over all Liabilities	309,117 89

TOTAL ASSETS, Jan. 1st, 1896 $2,409,584 53
THOMAS H. MONTGOMERY, President.

New England Mutual LIFE INSURANCE COMPANY.

Post Office Square, Boston, Mass.

ASSETS, Dec. 31, 1894	$24,282,828 71
LIABILITIES	22,217,399 94
	$2,065,428 77

All forms of Life and Endowment policies issued.
ANNUAL CASH distributions are paid upon all policies.
Every policy has indorsed thereon the cash surrender and paid-up insurance values to which the insured is entitled by the Massachusetts Statute.
Pamphlets, rates and values for any age sent on application to the Company's Office.

BENJ. F. STEVENS, President.
ALFRED D FOSTER, Vice Pres.
S. F. TRULL, Secretary.
WM. B. TURNER, Asst. Sec.

Old and Young.

AT TWILIGHT.

BY EMMA A. LENTE.

WHERE are you, my little one? Out in the street
The night-shadows swiftly are falling,
The birds have all gone to their wind-rocking nests,
And mothers their children are calling.
The hall lamp is lighted, yet still in the dusk
Of the parlor I linger and linger,
To watch little children troop merrily home,
At a call, or the beck of a finger.

All day I have worked with a feverish haste,
And the sun has been shining so brightly,
But, oh! there's such silence and gloom in the rooms,
Where your feet used to patter so lightly.
Where are you, where are you, my darling, my own,
While mothers their babies are holding?
My poor empty arms are so eager and wild
To feel you once more in their folding.

I might spare you all day, if only at eve
I could have you again in my keeping,
Could rock you, and sing the dear lullaby songs,
And watch you so happily sleeping.
Can you never come back from the place where you've gone,
Come neither at dawn nor at gloaming?
Are the gardens of Heaven so fair and so sweet,
That you never can turn from your roaming?

And oh! do the angels keep step at your side,
Are they loving and kind as your mother?
Do you miss me at morning, or noon, or at night,
While your kisses you give to some other?
Oh, baby, my baby! I try to be still,
In spite of my desolate sorrow,
I know that my love, tho it served for to-day,
Might be helpless to shield you to-morrow.

For life is sore burdened with trouble and pain,
And sorrow and sin and temptation,
And those whom the Master loves dearest of all,
He blesses with early translation.
He keeps them so guarded, so sheltered from harm,
Secure from all shadow of sadness,
No tumult of earth in the days that shall come,
Can touch them or lessen their gladness.

I know it is better! And yet, when the dews
Of the evening are silently falling,
When the hall lamp is lit, and the birds are at rest,
And mothers their children are calling,
I stand by the window, with strained eyes to see
If haply my child is returning;
But oh! the dear God keeps her safe in the skies,
And pities my heart for its yearning.

POUGHKEEPSIE, N. Y.

A DOMESTIC PROBLEM.

BY ROBERT ETHERIDGE GREGG.

FROM the sitting room of a little, odd, red-roofed cottage at Bridgeport, Martha Wilkenson looked out on the long stretch of shiny, wet wharves that reflected the gray sky overhead and the long eaves of the great warehouses. It was raining; still the wharves were full of busy, active life, for big steamers lay beside them, hissing forth volumes of white steam as if impatient to be laden. As Martha looked, the scene seemed one of life, expectancy, cheerfulness. Yet she did not enjoy it; in some subtle way she felt that it made her life stand out in contrast, as if a great gulf separated her from the expectant cheerfulness of the human beings who thronged the docks.

It was just ten years ago that Martha had come to live with her married sister, Henrietta. At first the little home by the wharves had seemed a haven of refuge to her. The sisters had been inseparable; together they had shared the grief of a father's death, and the sweet hopes and fears that came with the first baby. Martha, on her part, had brought a wealth of life and sunshine into the little home. She was always busy; a touch here and another there, and her deft fingers righted a thousand little things that would else have been in disorder. She had pleasures, too, as well as work. It was easy enough to snatch an hour for practice at the piano, or for a stroll along the shore, where she could sketch a bit of sea and rocks with the breakers rolling in on the full swell of high tide. Insensibly these things had slipped away, one by one. Mr. Barr, Henrietta's husband, became more and more absorbed in his rapidly growing law practice, and saw less of the family. Then children had crowded into the home until five small, romping youngsters were ever up to mischief. Of course Martha loved them; they were dear little creatures, and if mischievous were genuinely affectionate. Yet somehow Martha felt as if she herself had disappeared into thin air. There was an eternal call of Aunt Martha, do this, do that. If Tom took Nelly's doll away, Aunt Martha was the one who knew just how to settle the dispute. If Will tore his jacket, Aunt Martha must mend it. At times Martha rebelled against this ceaseless call on her energies. There seemed to be no peace from the time the children woke in the morning until they were bundled, safe and sound, into their cots at night. Still Martha felt that resistance was useless. The family swept on in a fever of activity that was as confusing and resistless as the swift revolutions of a power wheel in a great factory.

It must not be supposed, however, that Martha was so fully conscious of the cause of the great rebellious feeling that rose in her heart as she gazed absently over the busy scene before her. She merely knew that something was wrong in her life, that something was lacking, and had a vague feeling that things could not go on in this way forever.

The clock struck five. Martha rose to her feet wearily. Slowly she drew a snowy white cloth from the cupboard and spread it neatly on the table. Then she set the knives, forks, spoons and plates in order. As she did so, there was a quick footstep in the hallway, and the door opened.

"Why, Martha!" exclaimed Henrietta, looking in; "how late you are! Mr. Barr will be here in fifteen minutes; he has invited Mr. Scott to dinner, and not a thing's ready yet."

Martha flushed, but did not reply. With the same methodical deliberateness she went on with her work without even looking up.

"I declare, Martha, what makes you act that way? It's provoking. I don't see what you've got to complain about."

"No-o," said Martha, slowly, "I'm not complaining."

"Well you are—you're acting it as plain as day. Martha Wilkenson, I'm ashamed of you. You've got a good home, lots of comforts, and nice people to be with instead of having to work your way all alone in a great city. I can't see what more you want!"

"Nothing, to be sure!" snapped Martha, in an unusual burst of temper. "The trouble is I've got more than I want, and more than I bargained for."

"There, there," said Henrietta, soothingly, half frightened as for the first time the possibility of Martha leaving her flashed into her mind. "Don't be angry. I said too much, I know; but I didn't mean anything. Come, kiss me and make up."

Martha reluctantly turned her face toward her sister, and passively allowed herself to be kissed.

Dinner was soon ready. The children chattered merrily, despite all efforts to keep them within reasonable bounds. At first the conversation slid along smoothly. Mr. Barr told a funny anecdote about one of the circuit judges, Mr. Scott had something to say about the novel improvements he was putting into his new iron factory, while Henrietta kept the ball rolling in the pauses that came in the heavier conversation of the men. Little by little, however, the talk dragged; something was clearly wrong. Mr. Scott looked at Martha and, observing how flushed her face was, made a mental note of it and of her silence; it was clear to him that the trouble was here. Mr. Barr had evidently come to the same conclusion, for he glanced inquiringly at Henrietta, who tried to look unconcerned. Strangely enough the idea simultaneously occurred to both of the men that Martha was, after all, the real life of the conversation. She could always tell what the children had been doing, who was sick, who needed help, and invariably had something sensible to say on every subject of practical or literary interest. Mr. Scott wondered that in all the years he had been a frequent guest at the house he had not noticed the fact before; indeed, he began to wonder whether Martha might not be the real life of the family. Mr. Barr, on the other hand, with his stern sense of absolute justice, could not help wondering whether Henrietta had made existence pleasant for Martha. As for Henrietta, she could see that her husband was thinking seriously, and dreaded it. She made a desperate effort to start the conversation again, but soon dropped it as a hopeless task. Every one was glad when the last course was served, and dinner was over.

All, except Martha, who had slipped away unobserved, strolled out on the veranda. It was a warm summer evening, and the sun was just setting in resplendent glory that lit up the water and sky beyond the quays. As they gazed on the brilliant panorama spread before them, the men did not feel like talking. Mr. Scott's thoughts were employed in reviewing the great business he had painfully built up to the point where it was just beginning to pay; he was wondering if, after all, money could bring him happiness. Mr. Barr had a troubled expression on his face; he was thinking of the incident at the dinner table. He did not like it; he felt, vaguely, that the thing boded ill.

"Harry, dear, you're going driving, aren't you?" said Henrietta, trying to break the ice.

"Why yes, if you want to," replied Mr. Barr, absently, as he remembered, with a sudden prick of conscience, how rarely Martha had been invited to go with them. "But where's Martha?"

"In the kitchen," replied Henrietta, shortly, without offering to stir.

Mr. Barr rose swiftly and, passing through the dining room, opened the kitchen door. There was Martha, with a common gingham apron around her, washing the dishes. A frown passed over Mr. Barr's face, but as quickly as it came it was gone.

"Martha," he said, kindly, "don't you want to go driving with us? You had better let Bridget finish the dishes."

Martha looked up with a surprised, pleased expression. "But Bridget has so much to do," she said, hesitatingly.

"Goodness, no!" laughed Bridget, shaking her head good-naturedly. "I can do it all. Miss Martha sha'n't have another dish. Lor' sakes alive! She does more than enough; it'll do her good to go."

Martha smiled at Bridget's volubility, said "Thank you!" pleasantly—a thing which did not escape Mr. Barr's now thoroughly awakened senses—and took off her apron.

During the drive Mr. Scott sat next to Martha. He talked vivaciously, calling her attention to the scenery and relating some funny experiences he had had that day with an ignorant, blundering, Irish workman. Martha forgot herself and laughed heartily. She was pleased; it was a long time since any one had thought it worth while to amuse and interest her. Meanwhile, under his seeming levity Mr. Scott was thinking hard. He had almost decided that the money he could see looming before him in the near future would not make him perfectly happy; money did not mean as much to a man of forty as to one of twenty-five. Indeed, Mr. Scott had got beyond this point in his thinking. It was just coming over him that a woman at thirty-two is not even old, and may be far more compatible, helpful and charming than a butterfly of twenty The events of the evening, moreover, had awakened in Mr. Scott's mind an ever-growing suspicion that right here in this seemingly happy family there was a tragedy going on which was wasting away a beautiful, self-sacrificing life. The very thought of such a thing stirred his kindly nature to its depths. Before the drive was over he had fully made up his mind that it would do no harm to pay Martha a few attentions; it would at least make her happier, and keep her from feeling neglected, while it would also give him a chance to know her better.

The next day Mr. Scott came home to dinner with Mr. Barr. It was evident that the two men understood each other. Mr. Scott had the air of a man who knows he is doing something very unusual, and wonders whether he is really himself. His necktie was knotted more neatly than usual, and his coat had evidently been given an extra brushing to get rid of the dust of the factory. Mr. Barr glanced at his companion with a twinkle in his eye:

"It's all right," he remarked, as he linked his arm roguishly through Scott's. "Every fellow ought to do something of the sort; it's only natural. I'm glad to see you've bought flowers instead of candy; that sensible. But, seriously, you're on the right track without any mistake."

To his astonishment, Scott found that he was actually blushing and trying his best to look down the street instead of at his companion. Still he felt that his friend was serious; there was evidently something in what he had said.

As the men came up the steps, Martha, smiling, opened the door for them. Mr. Barr hastily took off his hat and went upstairs as if to find Henrietta. Scott turned toward Martha, and held out the flowers.

"Miss Wilkenson," he said—Martha fairly jumped, it was so strange to be called Miss Wilkenson—"I bought them for you; I—I happened to see them and thought you might like them." He stopped, he had not thought it would be so difficult—and then continued in a painful, hesitating way: "I hope you will take them."

Despite herself Martha blushed to the roots of her hair. "Thank you," she said, simply. "I must run and put them in some water. Dinner will be ready soon."

Every day or every other day after this, just as business would let him, Scott found some pretext for calling at Mr. Barr's house. If he could come early enough, he asked Martha to go driving; if he could not do that, he brought her flowers. It was evident enough that Henrietta viewed "these proceedings," as she called them, with ill-concealed dissatisfaction. She dared say nothing to Martha. As for Mr. Barr, it was useless to speak to him, for to all remarks he had nothing in reply but a quizzical smile. Henrietta was miserable. Things did not go so well in the house as when Martha was there more of the time. Indeed, Henrietta found that family cares took more time than she liked from her social duties; then, too, it was rather irritable work to look after the children when they came home from school, and not half so pleasant an occupation as going to afternoon teas.

One afternoon Scott surprised Martha by calling very early. In reply to her inquiring glance he remarked, carelessly: "Oh, business is dull, and the bookkeeper can look after things well enough. It was such a fine afternoon that I really could not stay in. Besides, I need a change of air, and I thought that perhaps you would take a walk down the beach and do a little sketching."

Martha was surprised—she had no business to be, but that made no difference; yet she was willing enough to go. They strolled along the shore until they found a little cove, sheltered from the wind, which seemed a good place for a sketch. Scott watched her deft fingers as, with swift and sure strokes, she pictured the opposite shore. It was her fingers, rather than the rapid movements of her pencil, that Scott noticed. They were a little rough from hard work, but still slender and shapely.

"I have lost my skill, you see," she said, smiling.

"Not a bit of it!" he exclaimed, enthusiastically. "I wish it were mine."

"Yours? Why, you could get it, if you gave time enough and worked hard."

"Martha!" he exclaimed, in a tone so full of feeling that it caused her to drop her pencil and turn pale, "I'd give my whole life to have your skill—and—you!"

"You foolish man! You'll be sorry in half an hour for what you've said."

"No, I won't; never!" He slipped his arm around her; she shrank back.

"You don't know what you're doing!"

"Martha, why won't you understand? I love you. Here these years I've been working for money; it may come, but it will never bring me happiness without you. I want a home. I want you; I love you; I will do all I can to make you happy."

Her head drooped until it rested on his shoulder. She thrilled at his touch. Some one cared for her; it seemed too good to be true. It was like a dream—as if the daydreams of her girlhood had come back.

"But, Alex," she said, hesitatingly, "what will Henrietta do?"

"Do!" he exclaimed, angrily; "that's just it! She's grinding the life out of you, taking all you will give, and giving nothing herself. Why should she go to tea parties and balls while you drudge in the house? It's a shame, a burning shame! She ought to do her own work instead of shirking it. If she wants one girl or two, Mr. Barr is quite able to give them to her. Darling, you mustn't let her grind the sweet life out of you."

"Oh, Alex, how can you talk so? She's my sister, and you mustn't."

He drew her closer to him. "You will be mine?" he said, tenderly; won't you, darling?"

"I'm afraid it's wrong."

"He simply pressed her closer, and she allowed herself to be persuaded.

Two days after Alex and Martha had gone South on their wedding trip, Mr. Barr came home to find Henrietta thoroughly cross. She did not seem glad to see him. He looked for his slippers, which usually stood before the fire, but could not find them.

"Where are my slippers, dear?" he said, gently.

"In the closet," was the short reply.

After rummaging in the dark Mr. Barr found them. "It must be that Martha used to get them ready for me," he reflected; "I always thought that Henrietta did."

Dinner was late. Mr. Barr noticed that the children were not so tidy as usual, and wondered if that, too, was a part of Martha's work.

"Yes," said Henrietta, snappishly, as if divining his thought; "you can see for yourself in what a pretty state of affairs Martha has left things. I think it was dreadfully selfish for her to marry when there was so much for her to do here. She never would have done it, either, if it had not been for your encouragement."

"It seems to me," remarked Mr. Barr, coldly, his sense of strict justice stung to the quick, "that Martha practically ran this family. I found, quite accidentally, that she helped the servant, and now I see that she did your work."

"Well, what of it? She got a comfortable home in return for it, didn't she, instead of having to fight her way all alone in the cold world? She ought to have been happy."

"Unhappy, you mean, my dear. She got so much to eat and a place to sleep, with scant consideration, and not even a servant's wages. That is the matter as I understand it."

"Just as you please!" retorted Henrietta. "Men never understand domestic matters, anyway. The matter, as I understand it, is, what on earth am I going to do?"

"Learn to do a little of your own work in this world, and hire another servant," replied Mr. Barr, dryly. "That reminds me: I suppose a housekeeper's wages are worth about five dollars a week. Martha has never taken a vacation, that I remember; that would make it $260 per year. Ten years would be $2,600, and then there's back interest, $78—call it a hundred —$2,700 altogether. Besides, there's Christmas presents and a mother's care and interest in the children to be taken into account. Martha has certainly been worth $4,000 to this family."

"That's all nonsense!" exclaimed Henrietta, angrily; "and an insult to me, as well!"

"Not at all," Mr. Barr, replied, coolly; "it's simple justice. I could convince any judge that $4,000 was only fair compensation. Ah, I have it! Four thousand dollars would just buy that pretty cottage down the street. In fact, I'll do it! I'll go see the owner at once, and Martha shall have it when she comes home!" And Mr. Barr chuckled to himself at the absurdity of doing an act of simple justice under the guise of a kindness.

"John, you're nearly crazy! You're as foolish as you can be. You'd give Martha a house, and me nothing!"

"My dear wife," he said, gathering her up into his arms and wiping away her tears, "nothing of the sort. Come out of your tea-party atmosphere a little bit, and try living a little more in this every-day world of real people and real work, and, see what I'll do."

"I'll try," she said, humbly, with a sudden feeling that after all the world was a very real thing of which she knew very little.

Mr. Barr took his hat from the rack and went out. The bargain was quickly settled. As he mounted the steps of his house again the door flew open and a little, tear-begrimed woman rushed out to meet him. She threw her arms around his neck passionately and sobbed: "John, you're right. I don't deserve a thing Martha's done for me; but," she added, with a coy movement of her head, "I'm going to be good."

That night there were four happier people in the great world under the twinkling stars.

CAMBRIDGE, MASS.

WILLY WINKTUM.

BY ELIZABETH CHERRY HAIRE.

LITTLE boy, with eyes of blue,
Like the gentians wet with dew,
Why is it so far you roam,
What strange country is your home?
When I hear that gleeful shout
Telling me that you're about,
Soon I hear your mother's cry,—
"Willy Winktum, winktum wi!"

In a solemn gilded book,
At which I have had a look,
"William Allen Curtiss Brown,"
Is the name for you put down.
That is English; but I hear
In your mother's accents clear,
"Goo gah, poo bah, day de di,
Willy Winktum, winktum wi!"

Willy Winktum, bonny bird,
Places where such speech is heard
Must be far in Babydom,
In the land from whence you come.
From your mother's happy tone,
This is language she has known,—
"Teety, weety, teety ti,
Willy Winktum, winktum wi!"

DELHI, O.

DOWN IN THE LITTLE SQUIRE'S SCHOOL.

BY LOUISE R. BAKER.

THE village, with the school and everything in it, properly belonged to the Squire; but people called the school the little Squire's school, because no one took such an interest in it as did the little Squire. Why, he would arrive at the school every afternoon for weeks running and leave his pony standing, with its shaggy head halfway in the door, while he took up his position beside the teacher, and gravely regarded the boys and girls.

"Well, Charley, how's your school?" the Squire would ask, if he happened to meet his son returning from the village. "Coming on finely, eh? Learning readin', writin' and 'rithmetic, and sewing into the bargain?" And then the Squire would roar, laughing; for he thought it a huge joke the interest the little Squire took in the village school.

Even the schoolmaster, Mr. Finch, spoke of the school over which he had presided for fifteen years as the little Squire's school. But many and many a time the good man said to himself: "He's a fine, manly little fellow, the little Squire; but I'm feared he'll be spoiled. 'Tisn't more'n human nature that the little Squire should be spoiled, with the Squire himself willing to run at the lad's beck and call, almost, and the children here at the school fairly worshiping. A fine, fine lad; but 'tis a pity." The schoolmaster said all this, however, before a certain occurrence and its sequel down at the little Squire's school.

This is how it was. The little Squire stood as straight as a soldier in front of a long line of boys and girls. He held a spelling book in one hand and a ruler in the other; the little Squire was fond of slapping the book with the ruler. The schoolmaster was smiling as he sat idle at his desk.

The little Squire turned back the leaves of the spelling book and gave out the word "Bowl!"

Seated at the head of the bench, with her eyes fastened upon the little Squire, was a little flaxen-haired girl wearing a queer, voluminous frock and a skimpy print apron. She was an odd-looking, eager little girl and she spelled very quickly "B-o-l-l."

"That isn't right," said the little Squire.

The little girl's face grew red and white by turns, a bright gleam came into her blue eyes and she showed one dimple in her left cheek.

"Ann Elizabeth," called out Mr. Finch, in a warning tone.

"Next," cried the little Squire.

"B-o-w-l, bowl," said the second little pupil, emphatically.

"Go head," ordered the little Squire. Then he looked at Ann Elizabeth; she was actually muttering that it wasn't fair.

"You're a very bad girl, Ann Elizabeth," said the lad. "I think you forget who is teacher to-day."

Then Ann Elizabeth shocked every one in the school. She burst into impudent laughter.

"You're a common girl, Ann Elizabeth," cried the little Squire, energetically; "and I won't teach this class any more till Mr. Finch sees that you mind your manners." And with that the lad tossed the spelling book across to the teacher's desk, darted out of the schoolhouse, mounted his pony, looking unconcernedly into the room, and rode away in high dudgeon.

"I'm astonished at you, Ann Elizabeth," said Mr. Finch, sternly. "I was under the impression that you were a well-behaved girl."

The spelling class was for the most part dumfounded; but still that dangerous dimple showed itself in Ann Elizabeth's left cheek, and still her eyes gleamed.

"I know I'm a common girl," said Ann Elizabeth, as she trudged home a quarter of an hour after the other children; "but I know it's worse to call a person what they is than what they isn't; and I know that word boll was right. I'll be even yet with the little Square."

About a week later the little Squire overtook Ann Elizabeth as she was walking along the lane. He rode very slowly as he came up to her, for he wanted Ann Elizabeth to beg his pardon; he wanted to give out some more lessons at his school. Then the shaggy little pony of its own accord stood still by the side of Ann Elizabeth.

The little Squire lifted his cap and said "Good-morning."

Ann Elizabeth curtesied. "I know I'm a common girl, Square Charley," she said, suddenly.

Thereupon the little Squire, who was really of a very generous nature and who knew nothing of Ann Elizabeth's dangerous dimple, cried out, impetuously: "Oh, I shouldn't have called you *that;* I'm very sorry that I called you *that.* But I'm glad to hear you acknowledge you were wrong, Ann Elizabeth," he added, in a superior way; for at times the little Squire was exceedingly pompous.

"The word you give out is spelled two ways," said Ann Elizabeth, slowly and distinctly, "b-o-l-l and b o-w-l."

"That may be, Ann Elizabeth," returned the little Squire, determined not to lose his temper; "but it was only spelled one way in the spelling book."

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"Then the spelling book's the dumbest thing I ever heered of," cried Ann Elizabeth.

"That may be, Ann Elizabeth," acquiesced the little Squire; "but I scarcely think you and I are called upon to discuss the question." He looked so very little seated up there upon his pony, and his words seemed so very big that for a moment Ann Elizabeth almost gave up her idea of getting even; but she had been head in the spelling class three months all but two days, and her grandmother had promised her a new calico frock if she stood head at the end of the third month; and altho Ann Elizabeth's frocks were voluminous and came almost down to her heels she was immensely proud of a new one.

"I'm a common girl, I know that," repeated Ann Elizabeth; "and you're a fine little gentleman, everybody knows that, and I got a grandmother and so hev you." She was looking over the back of the shaggy pony, far away from the little Squire's honest eyes.

The little Squire was going to be angry, but he smiled instead. "That's so, Ann Elizabeth," he said; "I've got a grandmother, and so have you."

"My grandmother," said Ann Elizabeth, looking wickedly into the wondering face of the little Squire, "helps with the baby and bakes pies and does a turn most everywhere; you can't go by the house you don't hear her singin'. Onct your grandmother went a potterin' 'round at Farmer Hathaway's, workin' hard as anybody 'fore she married the Square's father; now you keep her lack she was a chiny teapot or some'n; dress her in silk, and a'most set her in a chair. She do look lack a chiny doll, sure 'nough, settin' wishin' the Lord'd teck her. Little Square, *my* grandmother pities *your* grandmother; hear that?"

The shaggy pony kept its feet planted in the middle of the lane as the little Squire's indignant eyes followed the figure of Ann Elizabeth going on to his school.

The trees met overhead in the avenue up which the little Squire galloped his pony. He had muttered "china teapot," and "china doll" defiantly, before he persuaded the pony to leave that spot in the lane, and his face was aflame as he galloped up the avenue. "China teapot! China doll, indeed!"

The little Squire was in an irritable mood as he mounted the hall steps. Everything about him was elegant as he had always remembered, large, comfortable and elegant; and yet he never for a moment doubted the words of Ann Elizabeth referring to his grandmother "potterin' round at Farmer Hathaway's." He entered the back parlor where he knew his grandmother was sure to be; but he did not speak to her, he just went to tossing about the papers on the center table. Being angry with the common little girl made him angry with the whole world.

But never in his short life had the little Squire remained angry for a long time. All at once he raised his eyes from the scattered papers and regarded his grandmother. She must have seen him when he first came in, but she was not thinking of him now; she was sitting in her rocking chair at the west window. No, he was not angry, but Ann Elizabeth's words were ringing in his ears: "Dress her in silk and a'most set her in a chair. She do look lack a chiny doll sure 'nough." Was his grandmother sitting there wishing the Lord would take her? Then the little Squire hid his face for a moment in his arms; for even as he had galloped furiously past Ann Elizabeth's home he had heard the useful old grandmother laughing and singing to the baby. And that old grandmother pitied his grandmother. He walked softly across the room and stooped and kissed the little old lady. "You don't want to go to Heaven yet a while, do you, Grandmother?" he asked, anxiously.

She started guiltily, her shrunken little face flushing. "It's very nice down here, Charley," she said, smoothing out her gown.

"Is it made of silk?" questioned the boy, following the movement of his grandmother's hand.

"Yes, dear, it's made of silk—fine silk," she murmured.

"But you don't feel like—like you was a china doll, do you, Grandmother?"

"A china doll," repeated the old lady, in a tremulous tone—"a china doll. Who says that, Charley?"

But the little Squire hung his head. He never intended to tell of Ann Elizabeth.

As the days went by the lad did not go again to the village school; instead he set diligently to watching his little china-doll grandmother; for that was the way she began always to appear in his thoughts. He wondered how it would be to grow old and sit still and have nothing to do. Some people, of course, might like it, but not a person who had once been busy, not a person who had gone "potterin' round at Farmer Hathaway's." His grandmother used to take up her knitting occasionally; but she didn't care for knitting; it cramped her fingers. Sometimes—this the little Squire noticed with a great sinking of his heart—the little grandmother sat at the western window and cried softly to herself.

One day the little Squire kissed the little old grandmother right where the tears were settling on her cheek, and cried out, in his impulsive way, "Grandmother, did you use to *like* to work?"

"Like to work, Charley?" she asked, faintly. And then of a sudden the little grandmother was quivering and crying and laughing all at once, as she told the little Squire about her past usefulness and how she was wont to "fly around the house." "And now," she added, "I've nothing to do, nothing whatever to do, no more than if I wasn't in the world. But it's all right; yes, of course it's all right," she went on; "I'm the Squire's mother, and I'm proud and happy;" and then the poor little grandmother, from something she saw in the little Squire's big blue eyes, hid her little, old face in her little, old, useless hands, and fell to sobbing like a baby.

Ten minutes later the little Squire knocked boldly at his father's study.

"Come in!" roared the Squire.

When the little Squire, thus bidden, opened the door he found his mamma idling away the Squire's time to the Squire's infinite satisfaction. The lad walked resolutely to his father's desk, determination in his blue eyes, his lips pressed together. "I've just been with Grandmother," he began; "she isn't happy here. I say, Grandmother ought to be made awfully happy, she's so little and she's so good."

Thereupon the Squire was for rushing off to the back parlor to find out what was the matter; but his wife put her hand on his and bade him ask the little Squire to explain.

"Mother unhappy in my house?" fumed the Squire. "What do you mean, Charley?"

"She's got to have something to do," said the little Squire, boldly. "She and I have got to take care of the parlors or some'n; she mustn't sit still all day any longer." Then the lad's bravery deserted him. "It's true, Mother," he sobbed out, "my grandmother's treated like she was a china doll, and Ann Elizabeth's grandmother makes the whole house chirpy."

The Squire's mouth and eyes were both open very wide. "Clean the parlors!" he gasped. "Mother wouldn't like that; that's servant's work." Then, as if he might solve the problem in another way, he inquired, anxiously, "Who's Ann Elizabeth?"

The little Squire's mother answered for him, with a faint smile: "She's one of the children down at the little Squire's school."

"We'd just dust," said the little Squire, perseveringly; "I'd dust the piano legs while Grandmother dusts the chairs. Sally never half dusts, anyway. And Grandmother and I could have a flower bed back of the parlor windows; that wouldn't be servant's work, Father." The little Squire almost stuttered in his eagerness, while the big Squire's amazement grew and grew.

But the lad's mother had her arms about him. "The little Squire may be right," she said, softly; "we must let him do what he can to make Grandmother happy."

It was a happy day for the little, old grandmother when, enveloped in a white apron, she dusted the center-table in the front parlor. The little Squire sat under the piano feasting his eyes upon her before he vigorously dusted the legs. And that flower bed under the back windows; why, from the very beginning it brought the laughter into Grandmother's little wrinkled face.

The little Squire entered his school very gravely one morning toward the close of the third term. It almost seemed as if he had been neglecting his duty; he hadn't been near there for over four weeks. The common little girl hung down her head when she saw him. The little Squire had never told of her, and she felt ashamed and repentant. The schoolmaster smiled in hearty welcome.

"I'd like to hear the spelling class, Mr. Finch, if you don't mind," said the little Squire; and the schoolmaster smiled again and held out the book.

"I'm going to skip about," said the little Squire.

It was a long time before the little Squire selected a place in the spelling book. Then he looked at Ann Elizabeth, who stood at the head.

"Boil!" he said.

"B o-w-l," answered Ann Elizabeth, in a low voice.

"There are two ways of spelling that word," said the little Squire, looking far away over Ann Elizabeth's meek head; "I didn't know it the other time; this word's spelled the other way, but both ways are right. If I'd known I wouldn't have made Ann Elizabeth go down."

Then the little Squire's eyes fell on Ann Elizabeth, abject and miserable. He saw the flaxen head bowed way down over the bib of the funny little apron. He knew that Ann Elizabeth was just as sorry as she could be.

But, somehow, the little Squire was just as glad as he could be. "Ann Elizabeth," he said, in a friendly fashion, "you ought to see my grandmother and me dusting the parlor furniture; you ought to see us! And we've started a flower bed; we're going to have every kind of flower. You must come up and see it sometimes."

Then, to the amazement of the spelling class, the little Squire held out his aristocratic hand to the common little girl, as if she were a great lady or somebody whom he respected very much, and Ann Elizabeth took it and laughed bashfully.

And Mr. Finch looked on affectionately from his seat at the teacher's desk down in the little Squire's school.

GERMANTOWN, MD.

A QUICK REPENTANCE.

BY FLORENCE HALLOWELL HOYT.

It was afternoon recess at the District School in Midford. The weather was mild, and all the scholars were outdoors. The boys were playing ball in a pasture near by, and all the girls, with the exception of little Susy Cray, were under a big oak tree, showing each other their paper dolls. These dolls were made by a maiden lady in the village, who had a great talent for all kinds of fancy work. She could do wonderful things with paper. She dressed the dolls as ladies of fashion, brides, nurses, nuns and babies. Lately she had had calls for more dolls than she had been able to furnish; for the little girls had taken to carrying them to school, and it was a matter of pride with them all to have as many dolls as possible.

Susy Cray stood at some distance from the group under the tree, but near enough to distinguish the dolls as they were handed around by their owners. She was a shy little girl, and never had much to say. She wore a faded worsted dress, and a gingham apron that had been patched; there was a hole in the toe of one of her coarse shoes, and her flaxen braids were tied with a piece of frayed black tape. She was nine years old, and this was her first term at school.

She kept her eyes steadily on the group under the oak tree until the bell rang; then she hurried into the schoolhouse and slipped quietly into her seat.

Charlotte Holt sat next to her. Charlotte had four paper dolls. She kept them in a pasteboard box. She put the box in her desk as she sat down.

Susy leaned toward her shyly, smiling.

"*I'm* going to have a doll soon," she whispered. "Miss Charity's dressing a beauty now. I saw it yesterday. It is going to be a bride, with a long veil, and lace on the waist."

Charlotte looked interested.

"When are you going to buy it?" she asked.

"To-morrow. It's twenty cents, and I've got nineteen. I've been selling Mrs. Prince an egg a day."

All the scholars were in their seats now, and Susy stopped whispering; but her shy little face was dimpling with smiles all the afternoon.

When school was dismissed she would have liked to walk home with Charlotte, and tell her more about the doll; but Charlotte hurried off, and was almost out of sight before Susy had found her hat and old plaid shawl.

Charlotte didn't go directly home. She stopped on the way to see her Aunt Ann who lived about half a mile from the schoolhouse. She looked a little taken aback when she entered her Aunt Ann's kitchen. Susy Cray's mother was there, helping with the ironing. She was a pale, tired-looking woman with dark, sunken eyes and hollow cheeks. She went out by the day to clean house, wash and iron.

"Aunt Ann," said Charlotte, "can I speak to you a minute in the dining room?"

Aunt Ann laughed. "Some great secret, I suppose," she said.

"Yes, it's a secret," answered Charlotte, carefully closing the door between the dining room and the kitchen. "I want you to lend me twenty cents, Aunt Ann. I'll pay you back the first money I get."

"Won't your mother give it to you?" asked Aunt Ann.

"I haven't asked her. I owe her ten cents now."

Aunt Ann was very fond of Charlotte. She put her hand into a little crock on the mantel and took out two dimes.

"You're going to buy another paper doll, I suppose?" she said, as she handed the dimes to Charlotte.

Charlotte's cheeks grew very red.

"Yes'm," she answered, not looking at her aunt; and she hurried away, taking the road to the village.

She bought the bride doll, of which Susy had spoken, and carried it home in her pasteboard box, which she put in the top drawer of her bureau. She didn't take it with her the next morning when she went to school; and she scarcely even looked at Susy Cray all day.

"I'm going after that doll now," Susy whispered to her when they were putting on their hats at four o'clock. "I'll bring it to school to-morrow, and let you see it."

Charlotte's eyes fell, and her cheeks burned. She didn't say a word; but hung back until Susy had gone; then followed slowly.

When she reached her Aunt Ann's gate she went in, and hid herself behind a big lilac bush close to the fence. She sat there peering throught the branches for about half an hour. Then she saw Susy Cray coming along crying. Every now and then she wiped her eyes with a corner of her old shawl. She passed without even a glance toward the place where Charlotte crouched.

Charlotte began to cry, too. She was already sorry that she had bought the doll. Her eyes were quite swollen with weeping when she reached home. She didn't eat much supper, and went to bed early. She began to cry again when alone in her own room. She did not say her prayers.

About eight o'clock she arose and went to the head of the stairs. She sat down on the top step and called to her mother. She told her mother all about the buying of the paper doll.

"And I don't want it now," she sobbed; "and I can't say my prayers."

"That is because you have done wrong," said her mother. "You are unhappy because you have been unkind and selfish. You had better take the doll to Susy at once."

"To-night?"

"Yes; to-night. I will go with you."

It wasn't far to where Susy lived, but the road was darkened by many tall trees. Charlotte kept tight hold of her mother's hand as they went along. In the other hand she carried the paper doll.

Mrs. Cray and Susy were sitting on their front porch. Susy had her head in her mother's lap. She sat up and stared when she saw Mrs. Holt and Charlotte.

Mrs. Holt stopped at the gate; but Charlotte walked straight up the path to the porch.

"Here," she said, holding out the doll to Susy; "I've come to bring you this doll. I bought it because I didn't want you to have a prettier bride than I had. It was a mean thing to do, and I am sorry."

Then she walked away. When she was nearly to the gate Susy ran after her. "Wait," she said, "I want to give you my twenty cents."

Charlotte looked around and shook her head.

"I don't want it; I made the doll a present to you," she rejoined, and walked on.

"Well, then, I'll give it to Mother to buy soap," said Susy. "She is always out of soap." Her little, round face beamed as she went back to the porch.

"Well, I hope you feel better, Charlotte," said Mrs. Holt, when they were out on the road again.

Charlotte squeezed her mother's hand.

"I'm just as happy as I can be," she answered, smiling; and just as soon as I get home I'm going to say my prayers."

"Pray that you may never be so unkind and selfish again," said her mother.

"Yes, I intend to," said Charlotte, soberly.

COLUMBUS, O.

PEBBLES.

SPEAKING of Schomburgk, why not draw the line at the "k ?"—*Minneapolis Times.*

....*Mrs. Cumso:* "I can distinctly see the man in the moon." *Mr. Cumso:* "I'll bet it's an Englishman after the lunar gold deposits."—*New York Sun.*

....*Rattlesnake Dick:* "How did the football game come out down at Deadwood?" *Bronco Pete:* "It wasn't played. They settled it by arbitration."—*N. Y. Herald.*

....Here we have an illustration
Of the law's peculiar bent—
If you only steal a penny
You, of course, are in-a-cent.
—*N. Y. Herald.*

....*Bacon:* "So your friend is engaged to that Boston girl, after all." *Egbert:* "Yes." "How did he melt her?" "He didn't; he simply froze to her."—*Yonkers Statesman.*

...."This age demands men who have convictions," shouted the impassioned orator. "Where shall we find them?" "In the penitentiary," replied a man in the gallery.—*N. Y. World.*

....*Wool:* "I sent a quarter yesterday to a man who advertised to tell how to turn a handspring." *Van Pelt:* "Well?" *Wool:* "Told me to get off a cable car backward."—*New York World.*

...."'Be sure you're right, and then go ahead," might be a pretty good motto for some folks," said Ambling Abe; "but mine's allus bin 'Be sure you're left, and then go afoot.'"—*Truth.*

....Some folks jest keeps complaints in store,
An' never, never cease;
In times of peace they shout fur war;
in war they hollers "Peace!"
—*Washington Times.*

...."Were there any new features in your exhibition of impressionist paintings?" "Yes; we hung half the pictures upside down—and every one was delighted with the effects."—*Chicago Record.*

...."Ethel, were you out sleighing with the armless wonder last evening?" "Why, Papa, what a question! What put such an idea into your head?" "I saw your escort holding the lines in his teeth."—*Detroit Free Press.*

....*Dr. Sage:* "You are troubled with headaches, and you do not sleep well. Evidently, what you need is exercise. What is your occupation?" *Patient:* "I'm a woodsawyer." *Dr. Sage:* "Well—er, suppose you do not grease your saw for a week or two."—*Boston Transcript.*

....At a Negro wedding, when the clergyman read the words, "love, honor and obey," the bridegroom interrupted him and said: "Read that again, sah! read it once mo', so's de lady kin ketch de full solemnity ob de meaning. I'se been married befo'."—*Exchange.*

....*Mrs. Jackson:* "Ef I'd only bin pusson'ly 'quainted wif Lord Dunraven at de time ov de yacht races, I cood hab got rich." *Mrs. Johnson:* "How's that?" "*Mrs Jackson:* "W'y didn' you' read in de papaps dat his yacht got all de wash from five hundred steamboats? Dar's business foh yo'."—*Judge.*

I.

....Once I wrote a tragedy,
'Twas a gruesome thing!
Homicide and suicide,
Blood and poisoning!
Took it to a manager;
How he shook his head!
"Dialog has merit, but
'Tisn't Art!" he said.

II.

Straight I wrote a novel, then,
Psychological,
Scientific, mystic, weird,
Neological.
Published 'twas—at my expense—
Down it fell like lead;
Oshkosh *Tribune* noticed it—
"'Tisn't Art!" they said.

III.

Then I penned an epic grand;
In it I told how
Everything has happened from
Genesis to now.
Yet the critics howled it down,
Roared in accents dread,
While they shook their frowsy locks,
"'Tisn't Art!" they said.

IV.

Then I sought a printer out,
Had the whole thing "pied,"
Published it in green and white,
Weird designs inside.
What it meant I never knew,
All the nation read,
Critics hailed it with delight—
"This is Art!" they said.

—*Puck.*

ODD KNOTS.

[These knots are intended for the recreation of the young reader of nine to ninety. Original enigmatic oddities of a really novel and interesting kind are always desired, and will be welcomed if sent to THE INDEPENDENT.*]*

471.—ENIGMA.

Whatever might his meaning be,
Something like this the poet said:
That he in certain streams might see
Volumes that might be read.
Seeking to prove this statement true,
I from a stream the liquid drew,
And brought a volume into view!
E. R. B.

472.—TERMINAL DELETIONS.

Spring in the city—the flowers of fashion
Flaunt in the light of the mellowing sun
The colors of Iris; but I have a passion
For violets nestling where meadow paths run.

Only the twitter and chirp of the sparrows,
Gray feathered friend of the heat and the cold,
Relieve the loud traffic of thoroughfares narrow
And thronged with the masses that hunger for gold.

Oh! for a meadow-lark here in the city,
To whistle his call and to tell of the spring,
To hear the sweet answer his little love ditty
Calls forth from his mate ere he takes to the wing.

All is so wearisome, oh! 'tis a pity—
Not a bird comes the dear message to bring;
One but one lark I might hear in the city,
I should be glad and content with the spring.
CEPHAS.

473.—PREFIXES.

I strolled through the fields at evening, to see the ripening wheat and note the 1, 2, 3, 4, 5, 6 of the corn. A solitary bird still sang far off in the *, *, 1, 2, 3, 4, 5, 6, but not beyond *, 1, 2, 3, 4, 5, 6. A spirited horse was cantering down the woodland road *, 1, 2, 3, 4, 5, 6 a young rider, and from time to time *, 1, 2, 3, 4, 5, 6 and caracoling. An old mill by the dam was still running; I could hear the rattle of the *, 1, 2, 3, 4, 5, 6 and also the voices of some lads on the bank discussing the chance of a night's sport *, *, 1, 2, 3, 4, 5, 6 fish, and *, 1, 2, 3, 4, 5, 6 the night might not be dark. Some were whistling, some were *, *, 1, 2, 4, 4, 5, 6. The evening was *, 1, 2, 3, 4, 5, 6 on, the hour for repose was *, 1, 2, 3, 4, 5, 6. The bats were wheeling and circling about, now *, *, *, 1, 2, 3, 4, 5, 6, now *, *, *, *, *, *, 1, 2, 3, 4, 5, 6. I turned homeward, gathering a bunch of fragrant lilies, *, *, 1, 2, 3, 4, 5, 6 myself with the yellow pollen, and *, 1, 2, 3, 4, 5, 6 the delicate petals. My young wife met me at the door with *, *, *, 1, 2, 3, 4, 5, 6 smiles. With such a gentle creature who could ever show himself *, *, *, *, *, 1, 2, 3, 4, 5, 6!
DOROTHEA.

474.—ANAGRAM.

The King was smoking cigarets,
The Queen was chewing gum;
The Princess, flower of yearling pets,
Was sucking at her thumb;
When through the palace rang a shriek
Of anguish and of wo.
And courtiers gasped, with pallid cheek,
"The Prince has stubbed his toe."

"Now *I am into it*, in truth,"
The wily Premier cries;
"Proclaim that every loyal youth
Go stub his toe, likewise."
So arnica is in demand,
And rags are booming, too,
While all the boys feel proud and grand
To limp as princes do.
M. C. S.

475.—SQUARE.

I, A village of France (Fullarton); 2, Cephalic; 3, a hide; 4, English musician and composer (b. 1775); 5, illuminated or ornamented, as a book or manuscript; 6, tin pyrites; 7, a contact or touching; 8, an Asiatic deer resembling the swamp deer.
A. F. HOLT.

ANSWERS TO ODD KNOTS, JAN. 30TH.

468.—
I C E S A W S
C A L E C H E
E L V A T O N
S E A C A R D
A C T A B L E
W H O R L E R
S E N D E R S

469.—Divination.

470.—1, Religions; 2, Metropolis; 3, offices; 4, restaurants; 5, prelates; 6, Swedenborg; 7, Methodist; 8 priests; 9, Siam; 10, Presbyterian; 11, Mohammedan; 12, Zoroaster; 13, ancestor; 14, Lutheran; 15, Romanist; 16, Chinese; 17, perseverance; 18, doctrines; 19, dogma; 20, thoughts; 21, theory; 22, enough; 23, Parliament.

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Weekly Market Review.

WHOLESALE QUOTATIONS TO COUNTRY MERCHANTS.

[*For the week ending Thursday, Jan. 30th, 1896.*]

COFFEE.—Mild coffee is somewhat unsettled, with trading only moderate, and Brazil growths are dull and easy. Java is quoted at 20½@30½c.; Mocha, 23@25c.; Maracaibo, 15½@20½c.; Laguayra, 16@21c., and Brazil, 13¼@16¼c.

TEA.—The auction sales yesterday showed considerable spirit, but prices were not very high. Amoy is quoted at 14@30c.; Formosa, 13½@29½c.; Japan, 13@32c.; India, 15@60c., and Fuchau, 9@13c.

SUGAR.—Refined sugar is rather quiet locally, but prices rule steady, with granulated at 4 15-16c.; cut loaf and crushed, 5 7-16c.; powdered, 5 1-16c., and cubes, 5 3-16c.

COTTON.—Cotton has been moderately active, and prices are quoted quiet but steady. Spot cotton is 8¼c. for middling uplands and 8½c. for middling Gulf.

WOOL.—Buyers have given more attention to the wool market, and the strength of the foreign markets lends more firmness here. Domestic fleeces Nos. 1, 2 and XXX are quoted at 22@23c.; XX and above, 19@20c.; X, 16@17c.; combing, 20@23c.; delaine, 18@21c.; coarse, 20@22c.; pulled, 22@36c.; Territory, 7@15c.; California, 9@15c., and Texas, 10@13c.

MEATS AND STOCKS.—Dressed mutton closes firm at 5@7½c., and dressed lambs at 7@9c. City dressed veals are firm at 7@12½c., and country dressed, 7@10½c. Country dressed hogs are steady at 5@7c. for extreme weights.

PROVISIONS.—Dealings in hog products have not been large this week, but prices are pretty steady. Mess pork is dull at $11@11.25 per bbl.; family, $11, and short clear, $11.50@12.50. Beef is steady, with extra mess at $8; family, $10@12, and packet, $8.50@9.50. Beef hams are firm at $16. Lard is irregular at $5.92@6 per 100lb. Pickled bellies are firm at 5¼@5½c.; shoulders, 5½c., and hams, 8¾@9c.

FLOUR AND MEAL.—Flour is quiet but firm. Buyers refuse in some instances to pay the full prices asked. Winter patents are quoted at $4; straights, $3.55@3.70; clears, $3.40; city patents, $4.20@4.45; city clears, $4@4.10; spring patents, $3.65@3.75; straights, $3.50; buckwheat flour, $1.20 per bag; rye flour, $2.50@2.80 per bag. Cornmeal is quiet at $2.25.

GRAINS AND HAY.—Wheat has continued to advance slowly, and prices are so high that some look for a tumble. Exports have been free, and this has caused considerable strength in the market. Liberal receipts in the West, however, offset this influence to a large degree. May wheat is 71½c.; No. 2 red cash, 78c. a float; No. 1 hard, 75½c. a float. Corn is quiet, but strengthened a little by wheat. Considerable quantities are offered for sale, and the movements from primary markets are very large. May corn is quoted at 36¼c.; No. 2 cash, 36½c.; steamer corn, 35½c., and old No. 2 white, 48c. Oats are dull and rather heavy in spite of the sympathy with wheat. There is little to affect the market, and each day prices are about the same. May oats are 25½c.; No. 2 cash, 25c., and No. 2 white, 26¼c. Barley is quiet at 32c. for feeding and 46c. for good malting. Rye is nominal at 43@45c., and buckwheat easy at 39@40c. for prime State. Large deliveries of hay have weakened prices a little, but trade is brisk enough to keep the market quite steady. Prime timothy hay is quoted at 95c.@$1 per 100 ℔; No. 3 to No. 1, 75@90c., and clover mixed, 70@77½c. Long rye straw is firm at 75@90c., and short rye and best oat, 50@55c., and wheat straw, 40c.

BUTTER AND CHEESE.—Butter has had a downfall during the past week, and prices have not yet rallied from it. Buyers have become pretty well stocked up, and receipts have not discontinued to any extent. Fresh creamery meets fair demand, but State dairy and Western packings are dull and easy. State creamery is 14@19c.; Western, extras, 21c.; firsts, 18@19½c.; thirds to seconds, 15@17c.; summer make, 14@19c.; State dairy, 10@19c.; imitation creamery, 13@17c.; fresh factory, 9½@14½c., and fresh rolls, 10@14c. Cheese continues in good demand, both for export and local trade, and the market is very satisfactory. Fancy full cream, large size cheese is quoted at 10¼c.; good to choice, 9¼@10c.; common to prime, 7¼@9c.; summer made, 6@8½c.; fancy small sizes, 10¾c.; good to choice, 9¼@10½c.; common to prime, 7¼@9¼c.; summer made, 6@9c.; fair to choice part skims, 5@7c.; common, 3½c., and full skims, 2@3c.

POULTRY AND EGGS.—There is a good demand for live poultry, and the tone is much better than for some time. Fowls are 9@10c.; chickens, 8@9c.; roosters, 6c.; turkeys, 9@10c.; ducks, 60@85c. per pair, and geese, $1.12@1.50. Dressed poultry are in large receipt, and market is quiet, except for some speculative demand for turkeys. Young hen turkeys are 13½c.; mixed hens and toms, 12½@13c.; old toms, 10c., Philadelphia capons, 13@19c.; Western, 11@16c.; Philadelphia chickens, 12@15c.; Western, 7@9½c.; fowls, 7@9½c.; old cocks, 6@6½c.; near-by ducks, 15@16c.; Western, 10@15c., and Western geese, 7@9c. Eggs are quiet and very low for this season of the year. Fancy Jersey are 16@17c.; Pennsylvania and Maryland, 16c.; State, 15½@16c.; Western, 14½@15c.; Southern, 14@14½c; refrigerator, 12@13¾c.; limed, 13c., and defective, $2@2.75c. per case.

FRESH FRUITS.—Apples of fine quality are held high. Fancy winesap are $3@3.75 per bbl.; York and Imperial, $3@3.25; Baldwin, $2.75@3; Greening, $2.50, and Ben Davis, $3@3.25. Grapes are easy at 8@10c. per basket. Cranberries are fairly firm at $7@10 per bbl. for Cape Cod; $6@7 for Jersey, and $1.75@2.25 per crate. Oranges are a little firmer, with California at $1.50@3.75 per box; Florida, $3@5; California tangarines, $10, and Florida strawberries, 30 to 50c. per quart.

POTATOES AND VEGETABLES.—Potatoes have a moderate supply. Sweets are dull, and domestic onions are easy, with imported firm. Fresh vegetables are generally steady. Bermuda potatoes are $4@5 per bbl.; Maine Rose, $1.50@1.75; Hebron, $1.10 per sack; State Burbank, 70@85c. per sack; sweet potatoes, $3@4.50 per bbl.; white onions, $1.25@2; yellow, $1.25@1.50; Bermuda, $1.75 per crate; Havana, $2.25; turnips, 60@80c. per bbl.; carrots, 50c.@$1; squash, 50@75c.; kale, $1; spinach, $2@4.50; eggplant, $4@8; celery, 10 to 60c. per doz. stalks; Florida beets, $2@2.25 per crate; cabbages, $2.50@6 per 100; lettuce, $1@3 per basket; Bermuda parsley, $2@2.25 per crate; Florida string beans, $3@5 per crate, and tomatoes, $1@2.

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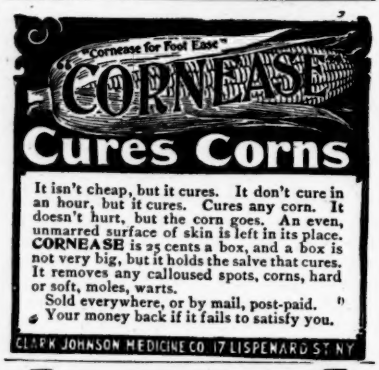

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Farm and Garden.

[*The Agricultural Editor will be glad to receive any practical hints, suggestions or information that will make this department more valuable to those of our subscribers who feel specially interested.*]

HOW TO MAKE MONEY FROM LAND.

BY E. P. POWELL.

I HAD a curious letter the other day from a city teacher. He says: "I am fagged out with this sort of work. Can I, in your judgment, invest my small savings—not over four thousand—in land, where I can grow small fruits, and make a living by it?" He further explains that he has no knowledge of soils or agriculture; none of bushes, plants, trees or vines. The work is to be taken up, if at all, from the start; and he is fifty-six years old. This is no simple problem. For, in the first place, no one can possibly cultivate trees and plants without understanding them; but no one can understand them without cultivating them. So the case is not desperate. If the man is willing to begin with *study* and not with money-making, he will come out with some money in the end. But the real end of agriculture is study; and money is not the true end. If every one would set at work with this proviso there would be few, if any, failures.

A couple of other teachers, women, have written me a joint letter, asking my advice about buying a few acres just outside the city of X., in Pennsylvania. They propose a joint effort at breadwinning. Can they succeed, and how shall they go about it? Both are feeble, and that complicates matters. But if they will begin to study land and things on the land, and not be afraid of manual work, they too can succeed. It is the best cure for invalidism in the world. "What advice can I give?"

Well (1), as I said in the other case, study; and don't go ahead any faster than you *understand* and are fully interested in what you are doing.

(2) Don't plant faster than you get your markets. Americans are in too much hurry about raising crops. You may have ten tons of grapes, and market for only *one* ton. The result will be as if you had only succeeded in raising one-tenth as much as you have, adding cost of labor on nine-tenths. This is the American craze. We act on this plan individually and collectively. What we need as a people is more market. It is, however, the last thing our legislators consider. "How will you get your market?" Do it by direct solicitation. If you live near a city get your own customers, without going to middlemen. If you deserve well of those to whom you sell, you will steadily increase your buyers.

(3) Be rigidly honest, and a little more. Learn to take an interest in your customers, not only to please them, but to see that they are well served with really valuable fruit. Customers should be led to study fruit, and not to follow some old whim that is misleading them. A really good fruit grower is a teacher as well as a student. For instance, there is for canning no raspberry equal to the Shaffer. But that is a purple, and most customers will select by preference the scarlets. They can be induced to experiment with the Shaffer. White currants are the sweetest; but most people select the red. They can be taught that white currants make red jelly, and are in many ways the preferable fruit. I have now a large list of consumers who prefer the white, because they have been led to study. I said be rigidly honest. It never yet paid to have the best fruit on top. Short measure baskets never paid. I have seen one after another tumbled out of the business by sharp methods.

(4) Take care to cultivate yourself as well as your land and fruit. There is a very general neglect among our farmers of the means of self-development. The Grangers have done a vast deal of good in lifting the range of farm topics above the treadmill. Farmers' clubs and village improvement societies are all useful; but it is an undoubted fact that our farm homes are not so full of interest and so thoroughly intellectual as they were when they manufactured more and covered a larger range of industries. Factories have taken away the weaving, spinning, knitting, sewing, soap-making and all other industries not strictly of the tillage sort.

But you can, with these provisos, turn to horticulture from teaching. Turn to it, bringing your books, your tastes, your acts; and then go on with your new occupation no faster than you can fully study it out. The best location is near a city, and the best means of marketing is with your own horse. If you are too proud to sell your own products, you will make a dead failure. Five or ten acres will be better for you to begin with than fifty. If possible, get a southeast or south exposure, with protection against high winds from north and west. Make your place as beautiful as possible. There is no use in working on without preparations for both drainage and irrigation. Sanitation in all ways must be looked out for, or doctor's bills will swallow you. Don't anticipate great consequences for the first year or two. Experience goes ahead of profit. Don't use up all your ready means in building. Simply have needful tools, and house comfort. When you make money, go ahead accordingly with expenses. Don't overwork, even if you do not make as much. You *must* have one thing, and that is health. There will be lots of difficulties, and they can be overcome only by people of resources. The advantage of having Yankee blood is that it is full of resources.

But the really wisest plan is, I believe, for people with professions to secure suburban homes and combine horticulture with professional work. This has been my own experience; and I find that I can more successfully, in this way, win bread with my pen, while using a good many other tools to win more bread. You will find that your intellectual work can be done in one-fifth the time, and better done, when you have every day abundant recreative work with the hands. The tendency is to make brains and hands co-operate. My conviction is strong that three-fourths of our professional teachers, and lawyers as well, but more especially authors and newspaper workers, could have horticulture as an adjunct. In many cases most of our office work can be conveyed through the mails with certainty, and the real office rarely be entered. The quiet of country life is not the chief advantage; but of more importance is the contact with things. City life crowds us against humanity so constantly as to be exhausting.

Another letter at this very moment is laid before me, quoting from an article of mine in THE INDEPENDENT and asking advice about buying a small fruit farm. This time it is a dry-goods merchant, "who has not lost his love for country life and always hoped some day to return to it."

It would be well if more of our merchants felt the same longing. Land culture has always gone with the highest civilization. It was the latest great achievement of advancing races. Jefferson foretold degeneration for America when it forsook agriculture for traffic. Yet there is a sentiment that trading is a grade higher socially than direct production from the soil. Yes, I answer, buy a small farm and master it. You will probably lose money for a few years; you will surely make money as well as health and pleasure if you go ahead slowly. If you spend all you have at command on the land, and have no balance, the chances are the auctioneer will soon call on you. I am writing not for bred farmers but for those who wish to turn to the land from some other employment. Buy few acres: undertake experimentally till you find your market and know what you can best and most profitably raise.

CLINTON, N. Y.

CALIFORNIA AND TWO SOUTHERN CONTINENTS.

BY M. E. BAMFORD.

FOR some time the Argentine Republic, that South American country that has for ten years increased more rapidly in population than any other country of its continent, and now has in Buenos Ayres the largest city in the world south of the equator, has been looking at California with an eye to laying hold of some of this State's agricultural good things. The success of California fruits, cereals, etc., became, it would seem, so much a matter of interest to Argentine that an investigation of California methods of fruit culture was determined upon, and E. S. Zaballor was appointed by the Argentine Minister at Washington to come from that city to be the investigator. Last March (1895) Mr. Zaballor called on the Secretary of the California State Board of Trade, and said that he would be thankful for any assistance. Exhibits of fruits, nuts and cereals were shown the Argentine investigator, and methods of culture were explained to him. The fruit was regarded by Mr. Zaballor as marvelous; but he said:

"Altho you have a Paradise here on the shores of the Pacific, I think that we will one day duplicate the success of your fruit-growing industry in Argentine. Several of the States of the Republic are climatically identical with California, and with proper care I do not see why we cannot raise the same fruits with equal success. I am here simply to study the methods which have been so successfully used in this State. I will make an official report to the Government on my return, and I have no doubt that the suggestions I may offer will be favorably received."

The fame of the California-bred Rambouillet merino sheep has reached Argentine also. Mr. John T. Glide, of Sacramento, is the owner of the flock of merinos, the original animals having been from the French Government flock, at Rambouillet, France, the original California owner having been Robert Blacow, of Centerville, Cal. A sale of merinos from the California flock was made in Buenos Ayres at public auction a short time ago, the Buenos Ayres *Weekly Herald* stating that very few of these animals had heretofore found their way to that market, and saying that "the rams, for their great size, together with the quantity and quality of fleece, are very remarkable and well adapted to elevate the standard of Argentine flocks." It further noticed the fact that in 1876 there was exhibited by Mr. Blacow, at Sacramento, Cal., a ram weighing 282 pounds, with five ewes averaging 225 pounds each.

Since the record of the sale at Buenos Ayres mentioned above, there has been a further sale of merino animals descended from the Glide Sacramento flock, tho bred at Estancia Negretto, Villanueva, by D. A. Shennan. Two animals sold at $3,000 each, one at $2,000 and one at $1,000. The vanishing of California merinos in the direction of the Argentine Republic, instead of their staying here in California, has called forth a recent cry from the *Pacific Rural Press*, of San Francisco, which says:

"This shipment of our best bred merino blood to South America to make wool to ship to our own manufacturers is even worse than the sale of our best Angora goats to South Africa to make mohair for the English manufacturers. Both are, however, bad enough. It is splendid to have blood here that the world wants, but it is sad to think that California has to sell blood and not wool. If our wool industry were decently treated, we would be improving our own sheep and not neglecting ours to improve the stock of rival countries."

In January, 1895, Mr. C. P. Bailey, of Santa Clara County, a well-known breeder of Angora goats, shipped twenty-five of his animals, worth $100 each, to Cape Town, South Africa.

However, if South America and South Africa are our "rivals," yet sometimes California is glad to take money from a southern continent for other products besides the things we might like to hold on to if we could, such as California merino sheep and California Angora goats. Last August one of the San Francisco papers published the news that Egypt wanted California canned fruit. Orders had been received in New York for California canned fruit, which would be sent to London and from there to Alexandria, Egypt.

A comparatively new African product found its way to California from the Hawaiian Islands last July. A number of Liberian coffee plants were brought here then, consigned to Dr. R. Lorini, of San Francisco. Dr. Lorini intended planting the Liberian coffee as an experiment here, he being of the opinion that there are enough tropical places in California where this coffee would find conditions favorable to it. Dr. Lorini stated that Liberian coffee was discovered on the Liberian coast in 1875, and said that the flowers are white and sweet-scented, the leaves similar in shape to those of the Arabian coffee plant, but larger, and the Liberian plant more robust than the other.

The demand for lumber in the Johannesburg mines has caused large quantities of Pacific Coast pine and fir to be shipped for South Africa. While California is not herself the producer of this lumber, yet it has been stated by the San Francisco *Chronicle* that it was California miners who first called attention to the greater length and strength of the Puget Sound lumber as compared with Baltic lumber, the latter being in danger of being forced out of market. Two years ago a few hundred thousand feet of Pacific Coast pine were sent to South Africa by sailing vessels; but several steamers, each carrying from 2,000,000 to 2,500,000 feet as cargo, are now engaged in the transportation. Said the *Chronicle*:

"The business has grown with unexpected rapidity, and has already assumed proportions that were not dreamed of at the outset. All of the lumber is sent out on orders, and it would be unsafe to ship large quantities to such a distance as South Africa on speculation. Whether the demand will be permanent or not the local lumbermen are uncertain, as Johannesburg is a boom town, and is as likely to come down as to go up. The price paid ranges from $7.50 to $10 a thousand."

The *Chronicle* further stated that one of the buyers came out from South Africa in 1894, and thoroughly inspected the Puget Sound lumber, and declared himself perfectly satisfied with its quality and length.

South America, as represented by Chile, has, in some unknown manner, probably made California a present of a plant called "modiola." This plant was found growing freely on alkali lands in Kern County of this State. In a bulletin of the University of California, Agricultural Experiment Station, issued in November, 1895, Prof. E. J. Wickson states that in the previous winter Mr. A. B. Leckenby, of Bakersfield, sent specimens of modiola to the university for identification, stating that the plant grew luxuriantly on alkali land without irrigation, that sheep ate the plant closely, that it seemed as well fitted for horse feed as alfalfa, and that cows ate it in preference to alfalfa and improved in flow of milk. Professor Wickson states, however, that the modiola must be introduced with caution, as the plant has a habit of rooting its prostrate stems and will, therefore, be difficult to eradicate. Professor Wickson says of this Chilian modiola:

"Analysis of the plant in the station laboratory shows that it is almost as rich in flesh-forming ingredients as alfalfa; in this respect it is superior to the salt bushes. Judging from the Kern County observations, this plant may be valuable on dry and waste places, even when strongly alkaline."

The Experiment Station of the University of California offers the modiola in small packets of seed at two cents each, to those persons who wish to try the plant "in places which are waste and remote from cultivated lands." Citizens of States other than California, however, are not usually promised to be supplied with seeds of different sorts from the university, unless in exchange for something that the university wishes to have for trial.

EAST OAKLAND, CAL.

The best lamp-chimney word in the world is "Macbeth," whether English or French or Flemish or Dutch.

But get the shape that is made for your lamp, "pearl top" or "pearl glass." Let us send you the Index.

Geo A Macbeth Co
Pittsburgh Pa

One Chance.

"I had a severe cold, a hard cough, and bleeding lungs, and should have died, had it not been for Ayer's Cherry Pectoral."—S. S. THORP, Swanington, Ind.

Ayer's Cherry Pectoral

Medal and Diploma at World's Fair.

Vigor belongs

to health. Health to well-fed bodies. It's easy to feed some people, but proper nourishment for the invalid, the convalescent and the dyspeptic is hard to obtain.

Somatose

a perfect food; strengthens and nourishes the system; restores the appetite

Somatose-Biscuit, 10% Somatose. A valuable addition to the diet.

Runkel Bros.' Somatose-Cocoa (10% Somatose), for nursing mothers, invalids and convalescents. A pleasant and strengthening beverage for table use.

Runkel Bros.' Somatose-Chocolate (10% Somatose), for eating and drinking.

All druggists. Descriptive pamphlets free of

Schieffelin & Co., New York, Sole Agts.

DO YOU WANT A HOME?

The LAND DEPARTMENT of the NORTHERN PACIFIC RAILROAD is selling choice farming, fruit, and garden lands in Minnesota, North Dakota, Montana, Idaho, Washington and Oregon at from $2.50 to $10 per acre, ten years time, one-tenth cash, and the balance in equal annual payments at 6 per cent. interest.

Write for maps and other information to

C. W. MOTT,
General Emigration Agent, N.P.R.R.
ST. PAUL, MINN.

W. H. PHIPPS,
Land Commissioner, N.P.R.R.

A Cloud of Witnesses.

Most people are skeptical about the cure of Asthma, Catarrh, Bronchitis and similar diseases, and this advertisement is intended for any "doubting Thomas" who is a reasonable person. Are *you* open to conviction? We *know* from thousands of letters (hundreds from readers of this paper, in which we have advertised for months) that **Hyomei,** the new and wonderful Australian **"Dry-Air"** treatment, comprised in

Booth's Pocket Inhaler Outfit, by mail, $1.00

relieves 99 out of every 100 people who try it, and **cures** 99 out of every 100 who use it conscientiously and according to directions. Here are the endorsements of living men and women *whom you* **must** *believe*—you can't help yourself.

Bronchitis.

Hon. FRANCIS H. WILSON, Member of Congress from Brooklyn, writes:

Temple Court, New York City,
November 26, 1894.

My Dear Mr. Wyckoff: On your suggestion, I procured from your friend, Mr. Booth, one of his Pocket Inhalers. It has worked like a charm. The Bronchitis has *entirely disappeared*, and, thanks to you, is the first thing I have found in ten years that has given permanent relief. There is certainly a great field for a remedy having such merit.

Cordially yours, F. H. WILSON.

[The above is to the late W. O. Wyckoff, Esq., President Remington Typewriter Co.]

Colds.

Boston, Mass., July 30, 1895.

In my family of three we have used the Hyomei, and have been perfectly satisfied with the result. None of us have had a cold since we have had it. I believe it is a great preventitive as well as a cure.

Rev. STANLEY SEARING,
10 Carter Street.

Loss of Voice.

Brooklyn, N. Y., February 1, 1895.

Booth's Pocket Inhaler works like a charm. The first inhalation gave relief. It *is a blessing to humanity, and I am sorry it is not better known.* I add my name to the "Pass-It-On-Society."

Sincerely yours,
Rev. J. M. FARRAR, D.D.

Asthma.

Deer Park Parsonage,
Baltimore, Md., Oct. 7, 1895.

The Pocket Inhaler came Friday morning. Mrs. Honey had been suffering severely for three weeks daily with Asthma. As soon as the Inhaler came, she began using it, and after a few inhalations, the Asthma ceased, and now, Tuesday, it has not returned. She has had this trouble since she was seven years old, and is now forty. We have spent hundreds of dollars in search of relief, purchasing everything we saw advertised.

Rev. GEORGE H. HONEY.

Catarrhal Deafness.

Syracuse, N. Y., March 6, 1895.

Having been personally relieved from Catarrh through the use of an Inhaler charged with Hyomei, I take pleasure in recommending it most highly. Mr. H. H. Warner, of Rochester, of Warner's Safe Cure fame, according to his own statement, made in the presence of a friend of mine, Dr. Frank E. Howe, Barrett House, Broadway, New York, has been cured of Catarrh and Catarrhal Deafness of several years' standing through the use of Hyomei.

E. G. WYCKOFF, No. 209 Genesee Street.

Chronic Cough.

Manchester, Mass., March 26, 1895.

Inclosed find $1.00 for Pocket Inhaler outfit. The one I bought of you for my mother did her a world of good. She writes me that her cough is completely cured. Success to you.

ABBIE J. GANNET.

Catarrh.

Boston, Mass., April 20, 1894.
(Care Jordan, Marsh & Co.)

I had Catarrh for twenty years, and the last ten years (passed in this great establishment) I suffered fearfully. It extended to my throat; the base of my tongue was badly affected. I could not sleep with my mouth closed. I began using Hyomei in December, and in two weeks I was entirely—and now, after four months and no return of the disease, I can say, *permanently*—cured. I am going to ask the head of this firm, Mr. Eben D. Jordan, to indorse this statement. ELVIRA E. B. GIBSON.

Indorsed, EBEN D. JORDAN.

Consumption.

Buffalo, N. Y., August 21, 1895.

In thirty years' experience in the practice of medicine, I have never given my name in support of a proprietary remedy; for I have never seen one that performed all and more than was claimed for it, until I met with Hyomei, which I indorse with all my heart (profe ssional ethics to the contrary notwithstanding), for I believe it a duty I owe to humanity. Since testing Hyomei in Laryngitis, Bronchitis, Catarrh, Asthma, Hay Fever, and last, but far from being least, Galloping Consumption, in an advanced stage, which by the use of the Exhaler one hour a day, and the Pocket Inhaler ten minutes every hour, with no other medicine, in four weeks, was transformed into an assured recovery; I believe in it for itself for what it has done, and I gladly add my name to the "Pass-It-On-Society."

S. H. MORRIS, M.D., 199 Franklin St.

P. S.—You are at liberty to use this as you may deem best.

Hyomei is a purely vegetable antiseptic, and destroys the germs and microbes which cause diseases of the respiratory organs.

The air, thoroughly charged with **Hyomei,** is inhaled through the Pocket Inhaler at the mouth, and, after permeating the minutest air cells, is slowly exhaled through the nose. It is aromatic, delightful to inhale, and gives immediate relief. It stops all spasmodic coughing instantly, clears the voice, expands the lungs, and increases the breathing capacity.

Pocket Inhaler Outfit, Complete, by Mail, $1.00, consisting of pocket inhaler (made of deodorized hard rubber, beautifully polished), a bottle of **Hyomei,** a dropper, and full directions for using. If you are *still* skeptical, send me your address, and my pamphlet shall prove that **Hyomei** does cure. Consultation and trial treatment free at my office.

Hyomei Balm.—An antiseptic skin food for weak chests, burns, scalds, chapped lips, rough hands, frost bites, eczema, etc. Nothing has been discovered so effective for the purposes named. Price by mail, 50 cents.

R. T. BOOTH, 18 East 20th St., New York.

Linen Grenadines.

These handsome goods possess one great advantage—a certain crispness which adapts itself beautifully to the stand-out requirements of the present mode. They are shown in such variety of styles at "The Linen Store" that every woman may be certain of finding something to her liking; there are silk stripes in combinations of violet, yellow and white ribbon effects on the linen ground; all-over open work patterns; the new gauffered designs; especially pretty white lace insertions, which are in high vogue for both waists and entire costumes, a number of embroidered and other effects in black, white and colors on the linen ground, as well as the plain natural linen Grenadine.

Registered Trade-mark.

These are chiefly French goods.

James McCutcheon & Co.,

14 West 23d Street, N. Y.

(Opposite 5th Avenue Hotel).

OVINGTON BROTHERS,
FINE CHINA AND GLASS.
38 and 40 Flatbush Avenue, Brooklyn.
330 Fifth Avenue, New York.

Waist ruined for the want of the Canfield Dress Shields.

A Ruined Gown

Caused by perspiration is generally the result when inferior dress shields are used. The only certain remedy is the use of the

Canfield Dress Shields.

These shields are guaranteed. The manufacturers agreeing to replace any waist damaged by perspiration under the arms when the Canfield Shield has been properly attached.

For sale by dealers everywhere. Ask for and insist upon having "Canfield Dress Shields."

Canfield

CANFIELD RUBBER COMPANY
NEW YORK, LONDON AND PARIS.

Trade-Mark on every Shield.

DEAFNESS & HEAD NOISES CURED by my Invisible Tubular Cushion. Whispers heard. Successful when all remedies fail. Sold only by F. Hiscox, 853 B'way, New York. Write for book of proofs. **FREE**

IF YOU WANT THE BEST GARDEN
in your neighborhood this season
PLANT OUR FAMOUS
SEEDS PLANTS
all of which are described and illustrated in our beautiful and entirely **New Catalogue for 1896.** A new feature this season is the **Free** delivery of Seeds at Catalogue prices to any Post Office. This "**New Catalogue**" we will mail on receipt of a 2-cent stamp, or to those who will state where they saw this advertisement, the Catalogue will be mailed **Free!**

PETER HENDERSON & CO.
35 & 37 Cortlandt St., New York.

FORTY-FOURTH ANNUAL REPORT OF
The Massachusetts Mutual Life INSURANCE COMPANY,
FOR THE YEAR ENDING DECEMBER 31st, 1895.

RECEIPTS IN 1895.

Premiums	$3,396,277 88
Interest and Rents	732,961 10
From other sources	308 40
Total Receipts	$4,099,547 38

DISBURSEMENTS IN 1895.

Death Claims (less $12,150 for reinsurance)	$957,791 59	
Matured Endowments	121,893 60	
Suplus Returned to Policyholders in Dividends	442,741 05	
Surrendered and Canceled Policies	359,358 33	
Total Payments to Policyholders		$1,881,724 17
Commissions, Salaries, Taxes, and Licenses, State Fees, Printing, Advertising, Medical Examinations, Postage, and other expenses		839,654 38
Taxes and Expenses on Real Estate		21,896 23
Reinsurance		33,715 35
Profit and Loss (Premiums on Stocks and Bonds Purchased)		15,294 01
Total Disbursements		$2,782,284 14

ASSETS.

First Mortgage Loans on Real Estate	$5,615,171 96	
Loans Secured by Collaterals	705,910 00	
Loans on Company's Policies in Force	977,321 90	
Massachusetts Armory Loan Bonds	100,000 00	
City, County, Township, and Other Bonds	2,521,558 32	
Gas and Water Bonds	393,127 50	
Bank Stocks	67,963 50	
Railroad Bonds	1,872,785 00	
Railroad and Other Stocks	1,548,598 00	
Loans to Corporations	575,333 00	
Real Estate	603,561 53	
Premium Notes on Policies in Force	676,276 50	
Cash on Hand and in Banks	617,863 89	
Premiums in Course of Collection (net)	180,563 42	
Deferred Premiums (net)	341,021 20	
Interest and Rents Accrued	298,336 73	
Total Assets		$17,005,291 55

LIABILITIES.

Reserve by Massachusetts Standard	$15,533,582 00	
Claims for Death Losses and Matured Endowments in Process of Adjustment	63,555 76	
Balance of Installment Policy Death Claims not yet due	19,264 78	
Unpaid Dividends, due and to become due	112,077 00	
Premiums Paid in Advance	6,643 94	
Total Liabilities		15,735,123 48
Surplus by Massachusetts Standard		$1,270,168 07

Number of Policies issued in 1895, 8,640, insuring	$20,961,000 00
Number of Policies in force December 31st, 1895, 37,903, insuring (including Reversionary Additions)	$97,071,661 00

SPRINGFIELD, MASS., January 14th, 1896.

The Receipts and Disbursements of The Massachusetts Mutual Life Insurance Company for the year 1895, as shown by the foregoing statement, have been carefully audited under the supervision of the undersigned, and the Securities and Balances as shown have been personally examined by us and found to be correct.

H. S. HYDE,
J. R. REDFIELD,
N. C. NEWELL,
} Auditors.

JOHN A. HALL, President.

HENRY S. LEE, Vice President. HENRY M. PHILLIPS, Secretary.
OSCAR B. IRELAND, Actuary. E. D. CAPRON, Ass't Secretary.

NEW YORK OFFICE: 258 Broadway.

HIGH-CLASS CEMETERY WORK.

It must not be supposed that the illustrations which we publish with our advertisements represent, necessarily, our most admirable designs. The fact is that those we print are intended chiefly as suggestions. We gladly send choice drawings, however, on application by those in want of high-class monuments.

All our work is unique in character, being from designs by our own artists and sculptors.

Our price is not necessarily the lowest; but we guarantee our figures to be very low for the exclusively first-quality work which we do.

We manufacture from Westerly, Quincy, Barre, and all leading granites, and as we sell direct to consumers, we save the latter all middlemen's profits. Then, too, there is a decided advantage for the buyer in dealing with one responsible firm for both the manufacture and the setting of a monument.

All our work is guaranteed, no charge being made if not strictly according to contract.

Write us for list of cemetery work erected by us in all parts of the United States and Canada; also for designs and estimates.

THOMAS & MILLER, Quincy, Mass., U. S. A.

BREAKFAST—SUPPER.
EPPS'S
GRATEFUL—COMFORTING.
COCOA
BOILING WATER OR MILK.

LADIES!! Why Drink Poor Teas?

THE GREAT AMERICAN TEA

Send this "ad" and 15c. in stamps and we will mail you a ¼-lb sample best TEA imported—any kind you may select. Big Premiums—LARGE INCOMES by getting orders for our Teas, Coffees, Baking Powder, and Spices.

P.O. Box 289 (Ob.) THE GREAT AMERICAN TEA CO. 31 and 33 Vesey St., N. Y.

QUINA-LAROCHE
The Great French Tonic.

THAT OLD COMB,
IF MADE OF TORTOISE SHELL,
can be repaired and entirely remodelled.
By the aid of special machinery the most antique Tortoise Shell Comb, even if it lacks a few teeth, can be transformed into the most beautiful modern High Back Combs, or into late patterns of Side Combs, now so much worn.

Write for full particulars. *Correspondence cheerfully answered.*

PROVIDENCE SHELL WORKS,
40 Chapel St., Providence, R. I.

Hair Pin Style 9813.

Spanish Comb No. 9810.

STEINWAY
DOUBLE TRIUMPH AT LONDON, 1895.
Grand Gold Medal of International Inventions Exhibition, also Grand Gold Medal by the Society of Arts for "Best Pianos and several meritorious and useful inventions."
Warerooms: Steinway Hall, N. Y.

20th Century Head-Light for Bicycles, with detachable Flexible bicycle Attachment. The same as a Driving Lamp. With Ball Bearing Attachment. Can be placed on Dashboard or side-irons of any vehicle at any angle.
BETTS PAT. HEADLIGHT CO., 10 Warren St., N.Y.

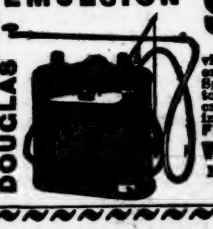
BARLOW'S INDIGO BLUE.
The Family Wash Blue. ALWAYS RELIABLE
For Sale by Grocers.
D. S. WILTBERGER, 233 N. 2d St., Phila., Pa

Acker, Merrall & Condit,
Chambers St. and West Broadway, also 37th St. and 6th Ave., and 125 to 129 West 42d St., New York City.
SUPERIOR TEAS AND COFFEES.
Samples sent for approval.
Also finest canned goods in the world. Hampers packed for any part of the country. Choice wines for medicinal purposes. Write for price list.

ESTABLISHED 1850.
THE E. HOWARD Watch and Clock Co.
TOWER CLOCKS.
Clocks for Public Buildings and Private Residences.
STRIKING HALL CLOCKS.
383 Washington Street, Boston.
41 Maiden Lane, New York.
34 Washington Street, Chicago.

VIM Enough
TIRES aid
DON'T it's
SLIP the
pebble
tread
BOSTON WOVEN HOSE & RUBBER CO.,
Boston. New York. Chicago. Cleveland. Denver. San Francisco.

EMULSION SPRAYER



DOUGLAS

For fruit trees, vines, garden flowers. Our book on Sprayers tells how to help you, your crops and your business to pay. Its Free send for it.
W. & B. DOUGLAS, Middletown, Ct. New York. Chicago.

A. B. & E. L. SHAW,
Established 1780.
Largest Manufacturers of
PULPIT SUITS,
27 SUDBURY ST., Boston, Mass.
Send 2c. stamp for new 1896 catalogue.